BANQUE de l'INDOCHINE

SHIPMENTS

1941--1946

C. I. R.
SEP 23 1941

Transpacific Air Mail

September 17, 1941.

DUPLICATE SENT

Banque de L'Indochine,
Saigon, French Indo-China.

Dear Sirs:-

We beg to advise forwarding, consigned to your goodselves, per the S.S. "PRESIDENT VAN BUREN", for transshipment at Manila, fifty (50) cases, Nos. 1/50, containing:

	Identification Letter A				Alphabet Letter and Number
Case No. 1	- 100,000	Notes, 1	Piastre, Nos.	00000001-00100000	- A1 - W4
2	- 100,000	" 1	" "	00100001-00200000	- A5 - W8
3	- 100,000	" 1	" "	00200001-00300000	- A9 - W12
4	- 100,000	" 1	" "	00300001-00400000	- A13- W16
5	- 100,000	" 1	" "	00400001-00500000	- A17- W20
6	- 100,000	" 1	" "	00500001-00600000	- A21- W24
7	- 100,000	" 1	" "	00600001-00700000	- A25- W28
8	- 100,000	" 1	" "	00700001-00800000	- A29- W32
9	- 100,000	" 1	" "	00800001-00900000	- A33- W36
10	- 100,000	" 1	" "	00900001-01000000	- A37- W40
11	- 100,000	" 1	" "	01000001-01100000	- A41- W44
12	- 100,000	" 1	" "	01100001-01200000	- A45- W48
13	- 100,000	" 1	" "	01200001-01300000	- A49- W52
14	- 100,000	" 1	" "	01300001-01400000	- A53- W56
15	- 100,000	" 1	" "	01400001-01500000	- A57- W60
16	- 100,000	" 1	" "	01500001-01600000	- A61- W64
17	- 100,000	" 1	" "	01600001-01700000	- A65- W68
18	- 100,000	" 1	" "	01700001-01800000	- A69- W72
19	- 100,000	" 1	" "	01800001-01900000	- A73- W76
20	- 100,000	" 1	" "	01900001-02000000	- A77- W80
21	- 100,000	" 1	" "	02000001-02100000	- A81- W84
22	- 100,000	" 1	" "	02100001-02200000	- A85- W88
23	- 100,000	" 1	" "	02200001-02300000	- A89- W92
24	- 100,000	" 1	" "	02300001-02400000	- A93- W96
25	- 100,000	" 1	" "	02400001-02500000	- A97- W100
26	- 100,000	" 1	" "	02500001-02600000	- A101-W104
27	- 100,000	" 1	" "	02600001-02700000	- A105-W108
28	- 100,000	" 1	" "	02700001-02800000	- A109-W112
29	- 100,000	" 1	" "	02800001-02900000	- A113-W116
30	- 100,000	" 1	" "	02900001-03000000	- A117-W120

Banque de L'Indochine. September 17, 1941.

Case No.31	- 100,000	Notes,	1	Piastre,	Nos.	03000001-03100000 - A121-W124
32	- 100,000	"	1	"	"	03100001-03200000 - A125-W128
33	- 100,000	"	1	"	"	03200001-03300000 - A129-W132
34	- 100,000	"	1	"	"	03300001-03400000 - A133-W136
35	- 100,000	"	1	"	"	03400001-03500000 - A137-W140
36	- 100,000	"	1	"	"	03500001-03600000 - A141-W144
37	- 100,000	"	1	"	"	03600001-03700000 - A145-W148
38	- 100,000	"	1	"	"	03700001-03800000 - A149-W152
39	- 100,000	"	1	"	"	03800001-03900000 - A153-W156
40	- 100,000	"	1	"	"	03900001-04000000 - A157-W160
41	- 100,000	"	1	"	"	04000001-04100000 - A161-W164
42	- 100,000	"	1	"	"	04100001-04200000 - A165-W168
43	- 100,000	"	1	"	"	04200001-04300000 - A169-W172
44	- 100,000	"	1	"	"	04300001-04400000 - A173-W176
45	- 100,000	"	1	"	"	04400001-04500000 - A177-W180
46	- 100,000	"	1	"	"	04500001-04600000 - A181-W184
47	- 100,000	"	1	"	"	04600001-04700000 - A185-W188
48	- 100,000	"	1	"	"	04700001-04800000 - A189-W192
49	- 100,000	"	1	"	"	04800001-04900000 - A193-W196
50	- 100,000	"	1	"	"	04900001-05000000 - A197-W200

partial shipment of your order of April 21, 1941.

The shipping documents will be delivered to the French American Banking Corporation, attached to our draft against the irrevocable letter of credit opened in our favor with the above; however, for your information we enclose a copy of our shipping invoice and a copy of our bill in the amount of - - - - - - - - - - - - - - - - - - $25,192.53 U.S. Currency, covering the preparation and forwarding of the above notes which we trust will reach you promptly and in good order.

Yours very truly,

Asst. Manager Foreign Department.

JJG:grl
Encls.

see 10/18 letter

95066

American Bank Note Company,

70 BROAD STREET,

New York, SEPTEMBER 22, 1941.

PLATES ENGRAVED ONLY ON CONDITION THAT THEY REMAIN IN THE CUSTODY OF THIS COMPANY.

C. H. H. SEP 23 1941

5th COPY

BANQUE DE L'INDOCHINE,

SAIGON,

FRENCH INDO-CHINA.

Dr.

OUR ORDER	YOUR ORDER	DATE OF FINAL SHIPMENT	TERMS:
F11007 9SBF	CONTRACT APRIL 21, 1941		NET, F.O.B. N.Y.

IDENTIFICATION LETTER A

5,000,000 -	NOTES 1 PIASTRE		
	ALPHABET LETTERS & NUMBER		
	A TO Z	1 TO 200	
	NOS. 00,000,001 TO 05,000,000		$46,250.00
	LESS PROPORTIONATE AMOUNT OF ADVANCE PAYMENT OF APRIL 28, 1941		23,125.00
			$23,125.00
	FREIGHT	$1,850.00	
	CONSULAR FEES & BLANKS	1.20	
	INSURANCE	216.33	2,067.53
			$25,192.53

PER S/S "PRESIDENT VAN BUREN"
CASES NOS. 1/50

U.S. DOLLARS

American Bank Note Company.

70 BROAD STREET,

New York, September 17, 1941.

SEP 21 1941

PLATES ENGRAVED ONLY ON CONDITION THAT THEY REMAIN IN THE CUSTODY OF THIS COMPANY.

SHIPPING INVOICE

Banque de L'Indochine,
Saigon,
French Indo-China.

Dr.

OUR ORDER	YOUR ORDER	DATE OF SHIPMENT	TERMS:
F11007	April 21, 1941.		NET, F.O.B.N.Y.

Fifty(50)cases, Nos.1/50, containing:

5,000,000 Notes, 1 Piastre, Nos.00000001-05000000

Identification Letter-"A"
Alphabet Letters- A to W
Numbers -1 to 200

$46,250.00 U. S. Dollars.

Certified Correct
American Bank Note Company

Secretary-Comptroller.

C.P.R.
SEP 21 1941

September 17, 1941.

American Express Company,
65 Broadway,
New York, N.Y.

Attn. Mr. W. T. McDermott
Special Traffic Agent.

Dear Sirs:-

We beg to advise delivering today to your office at 55 Van Dam Street, fifty (50) cases printed matter for shipment per the S.S. "President Van Buren", scheduled to sail from New York on September 19th, to Manila, P.I., at which port the cases are to be transshipped to Saigon, French Indo-China.

These cases are marked:

Banque de L'Indochine,
Saigon.
Nos. 1/50

Measurements: 25" x 23" x 15" each
Total gross lbs: 10,907
Total value: $46,250.00

Kindly issue your through bill of lading consigned to the order of Banque de l'Indochine, Saigon and notify the same.

Shipper's export declaration covering the above cases has already been delivered to you.

As usual, we wish to prepay all charges through to Saigon.

Yours very truly,

Asst. Manager Foreign Department.

JJG:grl

Form 5460

BROKERS COPY

file

CARGO

POLICY OF INSURANCE

$ 50,900.

No. P 49627 F

FEDERAL INSURANCE COMPANY

INCORPORATED UNDER THE LAWS OF NEW JERSEY

C.R. SEP 23 1941

CHUBB & SON, Managers

No. 1 NEWARK AVENUE
JERSEY CITY, N. J.

AND

No. 90 JOHN STREET
NEW YORK, N. Y.

In consideration of a premium as agreed
Does insure American Bank Note Company
to the amount of Fifty thousand nine hundred *** *Dollars,*
on Fifty (50) cases Printed Matter
valued at sum insured *shipped on board of the* Amer. Exp. Co. per S/S "President Van Buren"
(lost or not lost) at and from New York, N. Y. to Saigon, French Indo-China,
transhipped at Manila, P.I.
and it is hereby understood and agreed, that in the case of loss, such loss is payable to the order of
American Bank Note Company *on surrender of this Policy.*

Beginning the adventure upon the said goods and merchandise from and immediately following the loading thereof on board the said vessel, at port of shipment as aforesaid, and so shall continue and endure until the said goods and merchandise shall be safely landed at destination as aforesaid. AND it shall and may be lawful for the said vessel, in her voyage, to proceed and sail to, touch and stay at any ports or places, if thereunto obliged by stress of weather or other unavoidable accident, without prejudice to this insurance.

Touching the adventures and perils which the said ASSURERS are contented to bear, and take upon themselves, in this voyage they are of the seas, men-of-war, fires, enemies, pirates, rovers, assailing thieves, jettisons, letters of mart and countermart, reprisals, takings at sea, arrests, restraints and detainments of all kings, princes or people, of what nation, condition or quality soever, barratry of the Master and Mariners, and all other perils, losses and misfortunes, that have or shall come to the hurt, detriment or damage of the said goods and

Pol. # P 49627 F

CARGO CLAUSES

1. This insurance attaches from the time the goods leave the Warehouse and/or Store at the place named in the policy for the commencement of the transit and continues during the ordinary course of transit, including customary transhipment if any, until the goods are discharged overside from the overseas vessel at the final port. Thereafter the insurance continues whilst the goods are in transit and/or awaiting transit until delivered to final warehouse at the destination named in the policy or until the expiry of 15 days (or 30 days if the destination to which the goods are insured is outside the limits of the port) whichever shall first occur. The time limits referred to above to be reckoned from midnight of the day on which the discharge overside of the goods hereby insured from the overseas vessel is completed. Held covered at a premium to be arranged in the event of transhipment, if any other than as above and/or in the event of delay in excess of the above time limits arising from circumstances beyond the control of the Assured.

2. Including risk of craft to and from the vessel, each lighter, craft or conveyance to be considered as if separately insured, also to cover any special or supplementary lighterage, at additional premium if required. The assured is not to be prejudiced by any agreement exempting lightermen from liability.

3. Held covered, in case of any delay, omission or error in the amount or in the description of the interest, vessel or voyage or if the subject matter of the insurance be shipped by another vessel, provided prompt notice be given when known by the assured and an additional premium paid if required.

4. Provided prompt notice be given the Assurers when such facts are known to the Assured and additional premium be paid if required, it is understood and agreed that in case of short shipment in whole or in part by the vessel reported for insurance hereunder, or if the goods be transhipped by another vessel or vessels, or be carried beyond or discharged short of destination, or in the event of deviation, or change of voyage, or any interruption or other variation of the voyage or risk beyond the control of the Assured, this insurance shall nevertheless cover the goods until arrival at the final destination named in the policy or certificate of insurance or until the subject matter insured is no longer at the risk of the Assured, whichever may first occur. No additional risks (whether of delay or of any other description) are insured under this clause, which is intended merely to continue the insurance in force against the same risks named elsewhere in the policy or certificate and if the risks of War, Strikes, Riots or Civil Commotions, or any of these risks, are insured against, the insurance against such risks shall not be extended by this clause to cover contrary to any express provision of such insurance.

5. Notwithstanding any average warranty contained herein, these insurers agree to pay landing, warehousing, forwarding or other expenses and/or particular charges should same be incurred, as well as any partial loss arising from transhipment. Also to pay the insured value of any package, piece or unit totally lost in loading, transhipment and/or discharge.

6. General Average, Salvage, and Special Charges, as per foreign custom, payable according to foreign statement, and/or per York-Antwerp Rules 1890 or 1924 and/or in accordance with the contract of affreightment, if and as required.

7. The assured are not to be prejudiced by the presence of the negligence clause and/or latent defect clause in the bills-of-lading and/or charter party. The seaworthiness of the vessel and/or craft as between the assured and assurers is hereby admitted, and the assurers agree that in the event unseaworthiness or a wrongful act or misconduct of shipowner, charterer, their agents or servants shall, directly or indirectly, cause loss or damage to the cargo insured, by sinking, stranding, fire, explosions, contact with seawater, or by any other cause of the nature of any of the risks assumed in the policy, the assurers will (subject to the terms of average and other conditions of the policy) pay to an innocent assured the resulting loss. With leave to sail with or without pilots and to tow and assist vessels or craft in all situations, and to be towed.

8. Should the policy issued by the assurers contain any clause or clauses relieving the assurers from liability by reason of other insurance or the conditions of the bills of lading, the assurers guarantee the collection in full of the amount of the loss which would have been recoverable under this policy in the absence of such clauses, and hereby agree to advance this amount as a loan, pending such collection, to the assured or to the holder of the certificate of insurance.

   The assurers further agree to pay all costs and expenses incurred by the assured in connection with the collection of such loss from other parties.

9. This insurance is also specially to cover any loss of or damage to the interest insured hereunder, through the bursting of boilers, breakage of shafts or through any latent defect in the machinery, hull or appurtenances, or from faults or errors in the navigation and/or management of the vessel by the Master, Mariners, Mates, Engineers or Pilots; provided, however, that this clause shall not be construed as covering loss arising out of delay, deterioration or loss of market, unless otherwise provided elsewhere herein.

10. Including while on docks, wharves or elsewhere on shore and/or during land transportation, risks of collision, derailment, fire, lightning, sprinkler leakage, cyclone, hurricanes, earthquakes, floods, the rising of navigable waters, or any accident to the conveyance and/or collapse and/or subsidence of docks and/or structures, and to pay loss or damage caused thereby, even though the insurance be otherwise F. P. A.

11. The risks covered by this policy are to include loss, damage or expense resulting from explosion, howsoever and wheresoever occurring, irrespective of percentage, whether the insurance be F. P. A. or otherwise, but excluding the risks excepted by the F. C. & S. and Strikes, Riots clauses.

12. On shipments of machinery, consisting when complete for sale or use of several parts, the liability of this Company is limited to the insured value of the part or parts lost or damaged, or, at assured's option, the cost and expense of replacing or duplicating the lost or damaged part or parts, and/or the repairing of the machine.

13. These assurers also agree that any action or proceeding against them for the recovery of any claim under or by virtue of this insurance shall not be barred if commenced within the time prescribed therefor in the Statutes of the State of New York.

14. Where goods are shipped under a bill of lading containing the so-called "Both to Blame Collision" Clause these assurers agree, as to all losses covered by this insurance, to indemnify the assured for any amount (up to the amount insured) which the assured may be legally bound to pay to the shipowners under such clause. In the event that such liability is asserted the assured agree to notify the assurers who shall have the right, at their own cost and expense, to defend the assured against such claim.

15. Warranted free from capture, seizure, arrest, restraint, detainment, confiscation, preemption, requisition or nationalization, and the consequences thereof, or of any attempt thereat, whether in time of peace or war and whether lawful or otherwise; also warranted free from all consequences of hostilities or warlike operations (whether there be a declaration of war or not), piracy, civil war, revolution, rebellion or insurrection, or civil strife arising therefrom.

16. Warranted free of loss or damage caused by or resulting from strikes, lockouts, labor disturbances, riots, civil commotions or the acts of any person or persons taking part in any such occurrence or disorder.

NOTE:-It is necessary for the Assured to give prompt notice to Underwriters when he becomes aware of an event for which he is "held covered" under this policy and the right to such cover is dependent on compliance with this obligation.

2475C—6M-7-41

City, N. J., but it shall not be valid unless countersigned by a duly authorized representative of the Company.

Countersigned this 17th *day of* September, 19 41

Hendon Chubb *President*

Printed in U.S.A. (MK) *Authorized Representative* Johnson & Higgins

41141

Form 5460

CARGO

BROKERS COPY

file

POLICY OF INSURANCE

$ 50,900.

No. P 49627 F

FEDERAL INSURANCE COMPANY

INCORPORATED UNDER THE LAWS OF NEW JERSEY

C.P. SEP 23 1941

CHUBB & SON, Managers

No. 1 NEWARK AVENUE
JERSEY CITY, N. J.

AND

No. 90 JOHN STREET
NEW YORK, N. Y.

In consideration of a premium as agreed
Does insure American Bank Note Company
to the amount of Fifty thousand nine hundred *** *Dollars,*
on Fifty (50) cases Printed Matter
valued at sum insured *shipped on board of the* Amer. Exp. Co. per S/S "President Van Buren"
(lost or not lost) at and from New York, N. Y. to Saigon, French Indo-China,
transhipped at Manila, P.I.
and it is hereby understood and agreed, that in the case of loss, such loss is payable to the order of
American Bank Note Company *on surrender of this Policy.*

Warranted by the assured, that the goods is loaded with goods from the Ports of New York, Philadelphia, Baltimore or San Francisco for Foreign Ports, are to be loaded under the inspection of the Surveyor to the Board of Underwriters or a Surveyor appointed by the Assurers, and his certificate as to their proper stowage and stowing obtained or the insurance under this policy to be void.

Warranted free from capture, seizure, arrest, restraint, detainment, confiscation, preemption, requisition or nationalization, and the consequences thereof or of any attempt thereat, whether in time of peace or war and whether lawful or otherwise; also warranted free from all consequences of hostilities or warlike operations (whether there be a declaration of war or not), piracy, civil war, revolution, rebellion or insurrection, or civil strife arising therefrom.

Warranted free of loss or damage caused by or resulting from strikes, lockouts, labor disturbances, riots, civil commotions or the acts of any person or persons taking part in any such occurrence or disorder.

Beginning the adventure upon the said goods and merchandise from and immediately following the loading thereof on board the said vessel, at port of shipment as aforesaid, and so shall continue and endure until the said goods and merchandise shall be safely landed at destination as aforesaid. AND it shall and may be lawful for the said vessel, in her voyage, to proceed and sail to, touch and stay at any ports or places, if thereunto obliged by stress of weather or other unavoidable accident, without prejudice to this insurance.

Touching the adventures and perils which the said ASSURERS are contented to bear, and take upon themselves, in this voyage they are of the seas, men-of-war, fires, enemies, pirates, rovers, assailing thieves, jettisons, letters of mart and countermart, reprisals, takings at sea, arrests, restraints and detainments of all kings, princes or people, of what nation, condition or quality soever, barratry of the Master and Mariners, and all other perils, losses and misfortunes, that have or shall come to the hurt, detriment or damage of the said goods and merchandises or any part thereof. AND in case of any loss or misfortune it shall be lawful and necessary to and for the assured, his or their factors, servants and assigns, to sue, labor and travel for, in and about the defense, safeguard and recovery of the said goods and merchandises, or any part thereof, without prejudice to this insurance; nor shall the acts of the insured or insurers in recovering, saving and preserving the property insured, in case of disaster, be considered a waiver, or an acceptance of an abandonment: to the charges whereof, the said ASSURERS will contribute according to the rate and quantity of the sum herein insured.

And in case of loss, such loss to be paid in thirty days after proof of loss, and proof of interest in the property hereby insured (the amount of the premium, if unpaid, being first deducted) ~~but no partial loss or particular average shall in any case be paid, unless amounting to five per cent.~~ PROVIDED ALWAYS and it is hereby further agreed, that if the said assured shall have made any other assurance upon the premises aforesaid, prior in day of date to this policy, then the said ASSURERS shall be answerable only for so much as the amount of such prior assurance may be deficient towards fully covering the premises hereby assured; and the said ASSURERS shall return the premium upon so much of the sum by them assured as they shall be, by such prior assurance, exonerated from. AND in case the assured shall have made any insurance (other than fire) upon the said premises, subsequent in day of date to this policy, the said ASSURERS shall nevertheless be answerable for the full extent of the sum by them subscribed hereto, without right to claim contribution from such subsequent assurers, and shall accordingly be entitled to retain the premium by them received, in the same manner as if no such subsequent assurance had been made. And in case the assured shall have made any insurance (other than fire) upon the premises aforesaid, of date, the same day as this policy, it shall be deemed simultaneous herewith; and the said ASSURERS shall not be liable for more than a ratable contribution in the proportion of the sum by them insured to the aggregate of such simultaneous insurance. IT IS ALSO AGREED that the property be warranted by the assured free from any charge, damage or loss, which may arise in consequence of a seizure or detention, for or on account of any illicit or prohibited trade or any trade in articles contraband of war. AND WARRANTED by the assured free from any liability for merchandise in the possession of any carrier or other bailee, who may be liable for any loss or damage thereto and for merchandise shipped under a Bill of Lading containing a stipulation that the carrier may have the benefit of any insurance thereon; and that any insurance granted herein, shall not cover where any carrier or other bailee has insurance (whether prior or subsequent in date to this policy) which would attach if this policy had not been issued; and that any insurance against fire granted herein shall not cover where the assured has fire insurance (whether prior or subsequent in date to this policy) which would attach if this policy had not been issued.

WARRANTED not to abandon in case of capture, seizure or detention, until after condemnation of the property insured; nor until ninety days after notice of said condemnation is given to the ASSURERS. Also warranted not to abandon in case of blockade, and free from any expense in consequence of capture, seizure, detention or blockade, but in the event of blockade, to be at liberty to proceed to an open port and there end the voyage.

Memorandum. It is also agreed, that bar, bundle, rod, hoop and sheet iron, wire of all kinds, tin plates, steel madder, sumac, wickerware and willow (manufactured or otherwise), salt, grain of all kinds, tobacco, Indian meal, fruits (whether preserved or otherwise), cheese, dry fish, hay, vegetables and roots, rags, hempen yarn, bags, cotton bagging, and other articles used for bags and bagging, pleasure carriages, household furniture, skins and hides, musical instruments, looking glasses, and all other articles that are perishable in their own nature, are warranted by the assured free from average, unless general: hemp, tobacco, stems, matting and cassia, except in boxes, free from average, under twenty per cent, unless general; and sugar, flax, flaxseed, and bread, are warranted by the assured free from average under seven per cent, unless general; and coffee in bags or bulk, pepper in bags or bulk, and rice, free from average under ten per cent, unless general.

WARRANTED by the insured, free from damage or injury from dampness, change of flavor or being spotted, discolored, musty or mouldy, except caused by actual contact of sea water with the articles damaged, occasioned by sea perils. In case of partial loss by sea damage to dry goods, cutlery or other hardware, and on shipments from ports and places East of the Cape of Good Hope, on gunny cloth, gunny bags, or hides, the loss shall be ascertained by a separation and sale of the portion only of the contents of the packages so damaged, and not otherwise; and the same practice shall obtain as to all other merchandise, so far as practicable. Not liable for leakage on molasses or other liquids, nor for breakage, unless occasioned by stranding or collision with another vessel. And it is also agreed that in case of loss or damage to any part of a machine, consisting, when complete for sale or use, of several parts, the insurers shall only be liable for the insured value of the part lost or damaged.

If the voyage aforesaid shall have been begun and shall have terminated before the date of this Policy, then there shall be no return of premium on account of such termination of the voyage.

No cargo on deck is insured hereunder unless reported and accepted as an "on deck" risk. When cargo is insured on deck the Company not to be liable for loss by wet, breakage, leakage or exposure. No risk on shore is covered by this Policy unless expressly assumed herein in writing. If this Policy shall be extended to cover risks of inland transportation and/or risks on shore and/or on land, then in such cases it is understood that such inland transportation is covered by railroad or truck only (unless otherwise stated hereon) and that while on railroad cars this insurance covers only loss or damage arising from fire, collision or derailment, and while on truck against loss or damage arising from fire, collision and overturning of the vehicle, and while on dock, wharf, pier, quay or elsewhere on shore against the risks of fire or flood (meaning rising navigable waters).

In case of loss or damage please follow instructions on the reverse side of this policy.

It is hereby agreed, that any loss or claim under this Policy, shall be paid at the office of the Company in New York, or at the offices of the Agents of the Company, Exchange Buildings, Liverpool, or at the Agency of the Company at port or place of destination, or, if the Company is not represented at port or place of destination, at the nearest Agency amongst those specified in the list on back hereof.

~~Claims to be adjusted according to the usages of Lloyds, but subject to the conditions of the Policy and Contract of Insurance.~~

Notice.—To conform with the Revenue Laws of Great Britain, in order to collect a claim under this Policy, it must be stamped within ten days after its receipt in the United Kingdom.

SPECIAL CONDITIONS

All clauses below take precedence over the above if in conflict therewith

ON DECK:—Merchandise and/or goods shipped on deck which must be so specified on this certificate are insured:—Free of particular average unless caused by the vessel being stranded, sunk, burnt, on fire, or in collision, but including jettison and/or washing overboard, irrespective of percentage.

In case of loss or injury to any part of a machine consisting, when complete for sale or use, of several parts, these assurers, if liable therefor under the terms of this policy, shall only be liable for the insured value of the part lost or damaged.

In case of damage affecting labels, capsules or wrappers, these assurers, if liable therefor under the terms of this policy, shall be liable only for an amount sufficient to pay the cost of new labels, capsules or wrappers, and the cost of reconditioning the goods.

The risks covered by this policy are to include damage to or destruction of the goods hereby insured, resulting from explosion, howsoever or wheresoever occuring, provided same is shown not to have been caused by or attributable to any of the risks excluded by the terms of the "Free of Capture and Seizure" and the "Riots and Civil Commotions" Clauses in this Policy.

Notwithstanding any average warranty contained herein, these assurers agree to pay any landing, warehousing, forwarding, or other expenses and/or particular charges for which this policy in the absence of such warranty would be liable. Also to pay the insured value of any package, piece, or unit totally lost in loading, transhipping or discharge.

Where this policy by its terms covers while on docks, wharves, or elsewhere on shore and/or during land transportation, such coverage shall include the risks of collision, derailment, or overturning of the conveyance, fire, cyclones, hurricanes, earthquakes, floods (meaning the rising of navigable waters), and/or collapse or subsidence of docks, and to pay loss or damage caused thereby, even though the insurance be otherwise F. P. A.

Including General Average and Salvage Charges according to United States Law and usage and/or as per Foreign Statement and/or as per York-Antwerp Rules (as prescribed in whole or in part) if in accordance with the Contract of Affreightment.

This insurance attaches from the time the goods leave the Warehouse and/or Store at the place named in the certificate or special policy for the commencement of the transit and continues during the ordinary course of transit, including customary transhipment if any, until the goods are discharged overside from the overseas vessel at the final port. Thereafter the insurance continues whilst the goods are in transit and/or awaiting transit until delivered to final warehouse at the destination named in the certificate or special policy or until the expiry of 15 days (or 30 days if the destination to which the goods are insured is outside the limits of the port) whichever shall first occur. The time limits referred to above to be reckoned from midnight of the day on which the discharge overside of the goods hereby insured from the overseas vessel is completed. Held covered at a premium to be arranged in the event of transhipment, if any, other than as above and/or in the event of delay in excess of the above time limits arising from circumstances beyond the control of the Assured.

NOTE:—It is necessary for the Assured to give prompt notice to Underwriters when he becomes aware of an event for which he is "held covered" under this certificate or special policy and the right to such cover is dependent on compliance with this obligation.

This insurance shall not be vitiated by any unintentional error in description of voyage or interest, or by deviation, or by transhipment, or by any interruption of the ordinary course of transit from causes beyond the control of any Assured hereunder. Warranted, however, that prompt notice shall be given this Company of such error, deviation, transhipment, or interruption, and additional premium paid if required.

Held covered while on craft to and from the vessel. Each lighter or craft to be considered as if separately insured. The Assured not to be prejudiced by any agreement exempting lightermen from liability.

The Assured are not to be prejudiced by the presence of the negligence clause and/or latent defect clause in the Bills of Lading and/or Charter party. The seaworthiness of the vessel as between the Assured and the assurers is hereby admitted, and the wrongful act or misconduct of the shipowner or his servants causing a loss is not to defeat the recovery by an innocent assured if the loss in the absence of such wrongful act or misconduct would have been a loss recoverable under the policy.

Where the words "including Strike Risks" are typed in the space below at the time the Policy is issued, the S. R. & C. C. Clauses on the back of this Policy shall attach.

including strike risks

Where the words "including War Risk" are typed in the space below at the time the Policy is issued, the War Risk Clauses on the back of the Policy shall attach.

Marks and Numbers

Banque de
L'Indochine.
F11007SS

Covering against all risks of loss or damage to the merchandise insured howsoever occurring, irrespective of percentage, excepting risks excluded by the F.C. & S. (Free of Capture & Seizure) and strikes, riots and civil commotions warranties appearing elsewhere hereon.

In Witness Whereof, the Federal Insurance Company, has caused this Policy to be signed by its President, at Jersey City, N. J., but it shall not be valid unless countersigned by a duly authorized representative of the Company.

Countersigned this 17th *day of* September, 19 41

Hendon Chubb *President*

Printed in U.S.A. (MK) *Authorized Representative* Johnson & Higgins

41141

C. P. E.
SEP 24 1941

September 18, 1941.

American Express Co.,
65 Broadway,
New York, N.Y.

Attn. Mr. W. T. McDermott
Special Traffic Agent
BANQUE DE L'INDOCHINE

Dear Sirs:-

We enclose herewith American Express receipt covering fifty (50) cases, shipped to Saigon, as per our letter of yesterday's date.

Yours very truly,

Asst. Manager Foreign Department.

JJG:grl
1 Encl.

161

AMERICAN EXPRESS COMPANY

FOREIGN FREIGHT CONTRACTORS

CUSTOMS BROKERS
MARINE INSURANCE

TRAVELERS CHEQUES, TRAVEL SERVICE
HERE AND EVERYWHERE

C. F. K.
SEP 23 1941

M. M. NOON
VICE PRESIDENT

GENERAL FOREIGN AGENTS NEW YORK CENTRAL SYSTEM.
FOREIGN TRAFFIC DEPARTMENT
65 BROADWAY,
NEW YORK

CABLE ADDRESS: TRAFAMEX

TELEPHONE
WHITEHALL 4-2000

September 19, 1941.

PLEASE REFER TO FILE

American Bank Note Co.,
70 Broad Street,
New York, N.Y.

Attention Mr. G.W.T. Combs,
Asst. Mgr., Foreign Dept.

Gentlemen:-

50 cases marked Banque de L'Indochine
Saigon, Nos. 1/50, consigned to Order
of Banque de L'Indochine, Saigon,
Notify Same at Saigon, French Indo-China,
per s/s PRESIDENT VAN BUREN, from New York,
Sept. 19, 1941.

This will acknowledge your letters of the 17th and 18th respectively, giving us instructions in connection with the above shipment.

In lieu of our original shipping receipt which you returned with yours of the 18th, we enclose a set of our bills of lading bearing No. 5911, being three signed and three non-negotiable copies, and also our invoice in triplicate for the charges for which we shall be pleased to have your early remittance.

Yours very truly,

W. T. MC DERMOTT,
Special Traffic Agent.

McD/AG

One enclosure for filing

Printed in U. S. A.

AMERICAN EXPRESS AFFILIATED FOREIGN OFFICES

AMSTERDAM
ANTWERP
ATHENS
BASLE
BERLIN
BOMBAY
BRUSSELS
CAIRO
CALCUTTA
CANNES
COLOMBO
COPENHAGEN
DUBLIN
EDINBURGH
FLORENCE
GENEVA
GENOA
GLASGOW
HAMBURG
HAVANA
HAVRE
HONG KONG
LIVERPOOL

AMERICAN EXPRESS COMPANY

FOREIGN TRAFFIC DEPARTMENT

FOREIGN FREIGHT CONTRACTORS

Cable Address: TRAFAMEX
65 BROADWAY
NEW YORK

CUSTOMS BROKERS
MARINE INSURANCE

GENERAL FOREIGN AGENTS—NEW YORK CENTRAL SYSTEM

863-5-40

AMERICAN EXPRESS AFFILIATED FOREIGN OFFICES

LONDON
LUCERNE
LUGANO
MANILA
MARSEILLES
MEXICO CITY
MILAN
MONTREAL
NAPLES
NICE
PARIS
PEIPING
PIRAEUS
ROME
ROTTERDAM
SHANGHAI
SINGAPORE
THE HAGUE
TIENTSIN
TORONTO
VENICE
YOKOHAMA
ZURICH

Sept. 19th 19 41

M American Bank Note Co.

70 Broad Street

B/L 5911

New York, N.Y.

TO AMERICAN EXPRESS COMPANY, DR.

No. 31651

E. B. No.

RATES QUOTED ON IMPORT AND EXPORT SHIPMENTS BY EXPRESS OR FREIGHT. MARINE AND INLAND INSURANCE ON GOODS IN TRANSIT EFFECTED AT CURRENT RATES. CUSTOM HOUSE CLEARANCES ATTENDED TO BY A STAFF OF EXPERIENCED EMPLOYES. SPECIAL COMMISSIONS EXECUTED. COLLECTIONS MADE.

THE AMOUNT OF THIS BILL IN WHOLE OR IN PART REPRESENTS CASH DISBURSEMENTS BY THIS COMPANY. TEMPORARY CREDIT IS GRANTED ONLY FOR YOUR CONVENIENCE AND TO PREVENT DELAY TO GOODS IN TRANSIT. WE RESPECTFULLY REQUEST IMMEDIATE PAYMENT.

AMERICAN EXPRESS COMPANY

To charges on 50 cases marked Banque de L' Indochine, Saigon, Nos. 1/50, said to contain printed matter, value $46250., gross weight 10907#, total measurement 250/-, consigned to Order Banque de L'Indochine, Saigon, notify same at Saigon, per ss PRES. VAN BUREN, from New York, Sept. 19th, 1941.		
Transportation and the charge of the Company for arranging same from shipping terminal New York City to f.o.b. steamer at Saigon, with trans-shipment at Manila, P.I., at through rate of 4% ad valorem ---	$1850	00
NOTE The above charges refer to American Express Co. B/L 5911, and are subject to all the terms and conditions of such B/L.		

A charge for insurance on this bill indicates, that subject to acceptance by Insurance Company Marine Insurance, subject to conditions indicated above, will be placed for your account by the American Express Company.

(957 5-39) (PRINTED IN U.S.A.)

BILL OF LADING

AMERICAN EXPRESS

SHIPPING AGENTS

TO AND FROM ALL PARTS OF THE COMMERCIAL WORLD

OFFICES OF AMERICAN EXPRESS COMPANY, THE AMERICAN EXPRESS CO., INC. AND AFFILIATED COMPANIES

(Subject to change without notice)

UNITED STATES AND CANADA
AMERICAN EXPRESS COMPANY

NEW YORK, BOSTON, CHICAGO, ST. LOUIS, SAN FRANCISCO, SEATTLE, TORONTO, MONTREAL, PHILADELPHIA, BALTIMORE, BUFFALO, DETROIT, CLEVELAND, CINCINNATI, PITTSBURGH, MILWAUKEE, DENVER, MIAMI, MINNEAPOLIS, NEWARK, PORTLAND, ORE., LOS ANGELES, KANSAS CITY, SALT LAKE CITY, NEW ORLEANS, ATLANTA, DALLAS, WASHINGTON, D. C., WORCESTER, MASS.

EUROPE
THE AMERICAN EXPRESS CO., INC.

LONDON, LIVERPOOL, SOUTHAMPTON, DUBLIN, GLASGOW, EDINBURGH, ANTWERP, BRUSSELS, ROTTERDAM, AMSTERDAM, THE HAGUE, VIENNA, BUDAPEST, INTERLAKEN, PARIS, HAVRE, MARSEILLES, NICE, CANNES, MONTE CARLO, LUCERNE, BASLE, ZURICH, GENEVA, LUGANO, ATHENS, PIRAEUS

EUROPE
AMERICAN EXPRESS CO., S. A. I.

GENOA, ROME, MILAN, NAPLES, FLORENCE, VENICE

AMERICAN EXPRESS CO., M. B. H.

HAMBURG, BERLIN, MUNICH

AMERICAN EXPRESS CO., A/S

COPENHAGEN

AMERICAN EXPRESS (HELLAS)—TRAVEL & SHIPPING, A. E.

ATHENS

ASIA
THE AMERICAN EXPRESS CO., INC.

MANILA, HONG KONG, SHANGHAI, PEIPING, TIENTSIN, BOMBAY, CALCUTTA, COLOMBO, YOKOHAMA, SINGAPORE

AFRICA & ASIA MINOR
THE AMERICAN EXPRESS CO., INC.

CAIRO, JERUSALEM

CUBA

HAVANA

(B/L No. 5911 Booking No. _____)

RECEIVED from American Bank Note Co. (hereinafter referred to as the shipper)

at New York, bill of lading or receipt of railroad company, steamship company or other carrier and/or other documents said to control the following described property, for the purposes hereinafter set forth and subject to the terms and provisions written, printed or stamped on the face and back hereof, said property being in apparent good order and condition except as noted, the weight contents and condition of contents of packages being unknown to the Company, (as defined in Paragraph 13 on the back hereof) to be forwarded via port of New York and thence by ss PRES. VAN BUREN (special stowage) (scheduled to sail (or sailed)) Sept. 19, 1941 Manila, thence transhipping str. to Saigon or by the next or other available steamer or line to the port of _____ or so near thereto as the steamer may safely go, with liberty to call at any port or ports in or out of the customary route, arrangements to be made by the Company for delivery of said property as hereinafter provided:

CONSIGNEE ORDER Banque de L'Indochine

DESTINATION Saigon, French Indo-China

NOTIFY Banque de L'Indochine

AT Saigon, French Indo-China

(When the form of consignment is "to order" the full name and address of party to be notified of arrival of goods at foreign port should be entered)

IN BOND TO _____

Apply for delivery to Chartered Bank of India, Australia & China, Ltd., Saigon, French Indo-China

If instructions to notify are entered above, the duty to notify shall be solely upon the Railroad Company or other "Carrier" performing the final carriage to destination and not upon the Company.

IT IS UNDERSTOOD AND AGREED THAT NO LIABILITY ATTACHES TO THE AMERICAN EXPRESS COMPANY OR ITS AGENTS OR AMERICAN EXPRESS COMPANY'S ORDERS RESULTING FROM INTERRUPTION OF STEAMSHIP OR FOREIGN RAILROAD SERVICES OR OF ADDITIONAL AIR SERVICE RESULTING THEREFROM.

THIS BILL OF LADING IS SUBJECT TO WAR CLAUSES OF STEAMSHIP LINE OR VESSEL IN WHICH GOODS ARE SHIPPED.

NON-NEGOTIABLE

MARKS AND NUMBERS (as declared by shipper)	DESCRIPTION (as declared by shipper)	SUBJECT TO CORRECTION WEIGHT (as declared by shipper)	CUBIC MEASUREMENT
Banque de L'Indochine Saigon Nos. 1/50	FIFTY (50) cases said to contain PRINTED MATTER Value declared by shipper $46,250., (Fortysix thousand two hundred and fifty dollars)	10,907#	250/-

The Company not to be liable for loss by violence of any sort, nor for robbery or holdup, nor for confiscation, loss or enforced detention by any Government, whether in law or in fact, or by any person or persons.

THE COMPANY (as defined in paragraph 13 on the back hereof) agrees, subject to the terms and conditions on the face and back of this document, to act as shipping agent for the Shipper, and as such to make arrangements for the transportation of the property above described by service of railroad, ship, lighter or any Carrier or medium of transportation (herein referred to as the "Carrier" or "Carriers") to be designated by the shipper or in default of such designation to be selected by the Company for and on behalf of the shipper, owner, consignee or holder of this document. Such arrangements may be in accordance with and subject to the rules, regulations, customs, statutes or other law governing or limiting the liability of the "Carriers", and subject to the terms and conditions of said "Carriers" several receipts and bills of lading including any special clauses stamped, printed or written thereon or of contracts which may be issued by or entered into with the "Carriers", and with respect to transportation by railroad or other "Carrier" within the United States and/or Canada subject to the classifications and tariffs on file with the Interstate Commerce Commission and/or the Canadian Railway Commission and the rules and regulations of said bodies respectively; and the Company is authorized by the shipper to accept from "Carriers" bills of lading, receipts, or contracts in which no value is declared or containing clauses limiting the liability of the "Carriers." The Company may receive bills of lading or receipts for, or arrange for the transportation of, the property above described, either in the name of the shipper or in the name of the Company, and such bills of lading, receipts, and/or arrangements may cover other property belonging to other parties. The Company may also at its option enclose the property above described in a case with other packages. The shipper agrees to waive any prior inspection of bills of lading or receipts issued by any "Carrier" and hereby ratifies and confirms the terms and conditions of any arrangement or transportation or bill of lading or receipt now or hereafter entered into or received by the Company in connection herewith.

If the word "order" is written herein immediately before or after the name of the party to whom the property is consigned, the surrender of this document properly endorsed shall be required before the delivery of the property at destination. The Company is hereby authorized by the shipper, owner, consignee and holder of this document to effect delivery of said property to any person presenting this document duly endorsed and the effecting of such delivery to any person presenting this document duly endorsed shall be a full performance of the duty of the Company hereunder. If any other than the aforesaid form of consignment is used herein, the said property may at the option of the Company be delivered without requiring the production or surrender of this document.

TRANSPORTATION AND CHARGE OF THE COMPANY FOR ARRANGING SAME:

FROM New York TO f.o.b. steamer at Saigon with transshipment at Manila. Prepaid (COLLECT / PREPAID)

Such goods at and/or from Saigon and all arrangements with respect to them to be solely at shipper's risk.

INSURANCE AND SERVICE CHARGES _____ (COLLECT / PREPAID)

MARINE INSURANCE SEE * BELOW. AMOUNT _____

NO INSURANCE DESIRED BY SHIPPERS FOR THEIR ACCOUNT.

SUBJECT TO DETENTION, FIRE INSURANCE AND/OR STORAGE CHARGES AT PORT OF EXIT AS PROVIDED IN OFFICIAL EXPRESS CLASSIFICATION AND TARIFFS OR OTHERWISE

CONDITIONS OF INSURANCE:

Transportation charges do not include charges for duties, customs or revenue items, service for customs clearance, port or terminal charges or expenses, or cartage to consignees local address. The shipper, consignee and/or owner of the goods or the holder of this document shall pay the charges of the aforesaid "carriers," the expenses of customs entry, taxes and other charges incidental to transportation, including any and all charges or expenses for storage, wharfage, labour, cartage, lighterage, hoisting, handling or transshipment, or resulting from any interruption of service, or delay, and charges for special services.

*The Company shall be under no obligation to arrange for any insurance on the property above described on behalf of the shipper, owner, consignee or holder of this document, unless the shipper at time of shipment expressly so instructs in writing and the amount of insurance to be arranged is noted on face hereof. Such insurance is to be arranged with one or more Insurance Companies or other Underwriters to be selected by the Company on behalf of shipper, owner, consignee or holder of this document, and such insurance will be governed by the certificate or policy issued, and will only be effective when the risk has been accepted by such Insurance Companies or other Underwriters. Any charge made for valuation is an additional charge relating to transportation and not to insurance.

The Company does not represent that this is a "shipped" or "on board" bill of lading or that the property above described is on board any steamship or other vessel at the time of issuance hereof.

In accepting this document the shipper, owner and consignee of said property and the holder of this document agree to be bound by all its terms and provisions whether written, printed or stamped hereon and whether on the face or back hereof as fully as if they were all signed by such shipper, owner, consignee or holder.

IN WITNESS WHEREOF the undersigned company hath affirmed to Three (3) bills of lading all of this tenor and date one of which being accomplished, the others to stand null and void.

AMERICAN EXPRESS COMPANY

Dated at New York, N.Y. Sept. 19th 1941

By _____

NON-NEGOTIABLE

ENDORSEMENTS

1. It is agreed that the Company is the shipping agent of the Shipper, with respect to the property described on the face of this document, and does not act as a carrier, and that the Company shall not be liable in any manner as a carrier, and shall have performed its whole duty with respect to said property when it makes arrangements for same to be delivered to a "carrier" for transportation and receives therefor a bill of lading or receipt, or makes arrangement for transportation to a port of entry or customary railway station for the destination set forth herein. In the event that the Company shall not receive from the "carrier" a through bill of lading or receipt to such port of entry or railway station, the Company agrees, subject to the terms and conditions on the face and back of this document, as agent for the shipper, to make such arrangements as may be practicable at the port or ports of transshipment for the transfer, transshipment and/or forwarding, of said property to a port of entry or customary railway station for the destination designated herein. Upon making such arrangements at said port or ports of transshipment, the Company shall be deemed to have performed its whole duty with respect to such property.

Should there be any interruption in service via designated or customary routes of "carriers", the Company may without notice to the shipper cause the property to be forwarded via other routes or "carriers".

The terms of this document shall not be set aside or otherwise affected by any unlawful deviation of a "Carrier", and in case of such deviation claim shall lie only against the "Carrier" and not against the Company.

2. The Company shall in no event be liable or responsible for any loss of or damage or delay to said property caused by the acts, negligence or default of any "carrier" or "carriers" or of any officer or employee thereof, or occurring while the property above described is in the custody of any "carrier".

The Company assumes no obligation for delivery of the property within any specified time and shall not be liable for any delay, or loss or expense resulting therefrom or due to any act, neglect or default of any carrier, or to the failure of any carrier to furnish proper or adequate service, or to congestion, or to the inability of the Company to obtain transportation facilities.

It is agreed that any claim or demand for loss, damage or delay shall lie only against the "carrier" having actual custody of the property en route, and that the Company shall not be liable or responsible for any claim or demand hereunder from any cause whatsoever unless in each case the damages alleged to have been suffered be proven to have been caused by the negligence of the Company or of its officers or employees.

3. The Company shall in no event be liable for any loss, damage or delay to said property or to any part thereof occasioned by Act of God, by perils, dangers or accidents of the sea or other navigable waters, or of navigation or transportation of whatsoever nature or kind; or by any act, neglect or default of the master, mariner, pilot or servants of the "Carrier" in the navigation or in the management of the ship; by fire or explosion from any cause whatsoever occurring; by theft or pilferage by any person whatsoever; by arrest or restraint of governments, princes, rulers or peoples, or those purporting to exercise governmental or other authority; by legal process or seizure thereunder or stoppage in transit; by fumigation or other acts or requirements of quarantine or sanitary authorities or by quarantine restrictions; by epidemics, pestilence, riots, civil commotions or rebellions; by act of war or by any of the dangers incident to a state of war, or by acts of any person or group of persons purporting to wage war, or to act as a belligerent; by act of public enemies; by strikes or lockouts, or stoppage or restraint of labor, or labor troubles, whether of carrier's employees or others; by unseaworthiness of any vessel, lighter or other craft whatsoever although existing at time of shipment on board thereof or at the beginning of the voyage and whether due to latent defect or otherwise; by water, heating or effects of climate, frost, decay, smell, taint, rust, sweat, dampness, mildew, spotting, rain or spray, inherent vice, vermin, breakage, drainage, leakage; wastage in bulk or weight or any other loss or damage arising from inherent defect, quality, or vice of the goods; improper or insufficient packing; inaccuracies or obliterations, errors, insufficiency, inadequacy or absence of marks, numbers, address or description of goods; nor for breakage of any fragile articles or damage to any materials consisting of or contained in glass; any act of the ship in saving or attempting to save life or property at sea; any act or omission of the shipper or owner of the goods; nor shall this Company be held liable or responsible for any damage to or resulting from dangerous, corrosive, explosive or inflammable goods, even if the true nature has been declared to the Company; nor for neglect, damage, accident to or escape or mortality of any animals or birds received by the Company hereunder, from any cause whatsoever. Nothing contained in this paragraph or in this document, however, shall be deemed to release, limit or otherwise prejudice any claim which either the Company or the shipper, consignee or owner of the said property may have against any "carrier" by reason of any loss, damage or delay to said property.

4. The Company shall in no event be or become liable for any loss or damage to or in connection with said goods in an amount exceeding $500. per package, lawful money of the United States, or in case of goods not shipped in packages, the customary freight unit, or the equivalent of that sum in other currency, unless the nature and value of such goods have been declared by the shipper before shipment and stated herein and a transportation charge for valuation and the charge of the Company for arranging same paid or agreed to be paid.

5. No suit to recover for any claim or demand hereunder shall in any event be maintainable against the Company unless brought within one year after the delivery of the aforesaid property to the consignee or within one year after the date when the aforesaid property should have been so delivered. In so far as any claim hereunder shall not be subject to the "Carriage of Goods by Sea Act" of the United States, the Company shall in no event be liable for any act, omission or default hereunder unless a claim therefore in writing shall be presented to it at point of shipment within six (6) months after date of shipment, in a statement to which this document and sworn proof of claim shall be attached. No agent or employee of the Company shall have authority to alter or waive any of the requirements of this paragraph.

6. It is further agreed that since the Company and the "carriers" which will transport and handle this shipment, will have no control over the shipment while in custody of government officials, a full and complete delivery will be deemed to have been made when the shipment shall have been delivered to custom house, government, or other authorities when so required by the law or custom regulations in force in country of destination; also if destination be an interior point, shipment may be stopped in transit at foreign ports, frontiers or depositories and held at owner's risk pending examination, assessment and payment of duties, customs fees and other charges, all of which shall be a lien on the property. While holding in warehouses wherever situated or to whomsoever belonging, or during any interruption or detention in transit or at ports of transshipment or at destination, shipment will be at owner's risk and expense, and any expenses or charges accruing for storage, duties, taxes, customs or other items, shall be payable to the Company on demand, by the shipper, owner, consignee or holder of this document. The shipper agrees to furnish such papers or documents as may be necessary to enable the Company to forward the said property to destination.

If the Company is to collect from the consignee, before delivery of the property above described, any sum of money, whether on behalf of the shipper or on behalf of the Company or otherwise, the Company may allow the property above described to remain in the custody of the customs officials or others and/or detain same at port of first arrival or interior (at the option of the Company) whether in warehouse, depot or elsewhere, until such sum of money is received from the original or substituted consignee or owner.

7. In the event that any charges or monies are to be collected from the consignee whether on behalf of the shipper, of the Company or otherwise and the same are not paid, or in event that the consignee cannot be found or refuses to receive the shipment, or if for any other reason the shipment is not delivered, the Company reserves the right to permit or cause the disposal thereof in accordance with the laws, rules or practices of the country of destination (or other country if detained at port of arrival or frontier), or if the shipment is not consigned to order, to deliver it on the instructions of the shipper to a person other than the consignee named herein, or to order it to be returned at shipper's expense, subject to the conditions of this document. The Company may however, permit or cause the shipment to be sold in accordance with the laws, rules or practices of the country of destination (or other country if detained at port of arrival or frontier), in order to satisfy any charges and expenses thereon, and in the event that the available proceeds of the sale fail to cover such charges, or in the event of disposal as aforesaid, the Company shall be entitled to recover from the shipper, owner, consignee or holder of this document any balance remaining due, or in the event of confiscation, destruction, or perishing of the shipment, or loss or damage thereto, the shipper, owner, consignee or holder of this document will pay all accrued charges of whatsoever nature.

8. The Company will not in any event be liable for any shipment of platina, gold, gold dust, silver, bullion, or other precious metals, coins, jewelry, bills of any bank or public body, diamonds or other precious stones or any gold or silver in a manufactured or unmanufactured state, watches, clocks or time-pieces of any description, trinkets, orders, notes or securities for payment of money, coupons, stamps, maps, writings, title-deeds, printings, engravings, pictures, gold or silver plate or plated articles, glass, china, silks in a manufactured or unmanufactured state, furs, lace, field and other glasses, or other valuables, unless at the time of delivering to the Company such shipment or the documents covering the same, a written notice of the true character and value thereof be given to the Company notation thereof be made on this document, and a transportation charge for valuation and the charge of the Company for arranging same, be paid or agreed to be paid. The inclusion by the shipper of the afore-mentioned or other valuables in packages with other merchandise is prohibited.

9. Any fines, penalties, expenses, loss or damage which the Company or any "carrier" transporting or handling this property may incur or suffer on account of insufficiency of packing or packages, incorrect or insufficient marking of packages or description of contents, or the dangerous nature of such contents, or the non-conformity with customs, quarantine or other laws, regulations or requirements or from undervaluation or misdescription of the property by shipper, owner or consignee, or from erroneous invoices, or from any other cause, shall be paid on demand by the shipper, owner, consignee or holder of this document, and a lien may be enforced upon the goods for the payment thereof.

Any person who shall omit to fully declare the nature of any explosive, inflammable or otherwise dangerous matter, and to plainly mark the nature of the contents on the outside of the package, will render himself liable for any damage or penalties arising from such goods, whether such shipper shall be aware of the nature of such goods or not and whether such shipper shall be principal or agent only.

10. The shipper, owner, consignee or holder of this document agrees to accept from the Company a bill of lading, delivery order or other document entitling the holder thereof to receive delivery of the said property from the "carrier" in whose possession said property may be at destination; and the delivery of such bill of lading, delivery order or other document to the shipper, owner, consignee or holder of this document shall be a full performance of the Company's obligation hereunder to make arrangements for the delivery and/or to effect delivery of said property.

11. In the event of this document being issued at an interior point in the United States or Canada in exchange for railroad, express or other carrier's bill of lading or receipt the company shall be under no obligation to take any action whatsoever hereunder with reference to said property until the same has reached the destination specified in the said bill of lading or receipt of said railroad, express company or other carrier, and said Carrier there tenders delivery of said property to the Company.

12. In all cases where the shipment involves importation into or exportation from the United States of America, any claim, demand or question arising out of this shipment and document shall be determined according to the law of the State of New York, including, so far as applicable, any statute or other law of the United States of America.

13. "THE COMPANY", as the term is used both on the face and on the back of this document, shall be deemed to refer either to (1) the company issuing this document, whether it be the American Express Company, The American Express Co., Inc., or one of the companies affiliated therewith as listed on the face hereof; or (2) any one of said companies receiving the above described property and documents controlling the same, for the purpose of participating in carrying out the obligations of this document; in such latter event, upon receipt of such property and documents from the company issuing this instrument, the obligation of the said issuing company for performance of any further acts under this document shall cease, and thereafter such obligations, together with the benefit of any relevant provisions of this document, shall be that of the company so receiving the property and documents.

14. In so far as the United States Carriage of Goods by Sea Act shall apply to the obligations of the Company under this document, this document shall have effect subject to the provisions of said Act.

NOTICE: In view of the fact that many of the bills of lading, receipts, etc., in use by the "carriers" contain provisions requiring extremely short notice of claim for loss or damage to goods, consignees are warned for their own protection to give immediate notice of claim in writing in case of loss or damage to this shipment to the last "carrier" from which such consignees take delivery. If loss or damage is discovered or suspected before removal of the property from wharf, warehouse, railroad station or other medium of delivery by the "carrier", notice of claim in writing should be given to said "carrier" by consignee before removal of the goods.

Articles of a fragile or breakable nature should be carefully packed and securely boxed; when the goods are susceptible to damage by the elements, dampness or mildew or otherwise, they should be packed in metal or other properly lined cases, or if of a character to invite theft or pilferage, the cases should be securely strapped, corded and sealed. Before offering shipments of an explosive, inflammable or dangerous nature, shippers should specially inquire of the Company to ascertain whether arrangements for transportation can be made and conditions thereof. (See also paragraph 9 above.)

CERTIFICAT D'ORIGINE ET FACTURE CONSULAIRE

Certificate of Origin and Consular Invoice

French Large Form No. 12—Printed and Sold by Unz & Co., 24 Beaver Street, New York U 96083

Nous, soussignés American Bank Note Company *déclarons que les marchandises*
The undersigned, (Name and Address of Owner, Agent, Shipper, etc.) declare that the

ci-après désignées, embarquées sur le S.S. "President Van Buren" *à la date du* September 19, 1941.
following mentioned goods shipped on the on (date)

consignées à M Banque de L'Indochine, Saigon, French Indo-China. *sont originaires*
consigned to (Name and Address of Consignee) are of United States of

des Etats-Unis de l'Amérique du Nord et vendues par des maisons établies dans les Etats-Unis de l'Amérique du Nord et
North America origin and sold by firms established in the United States of North America and

que la vente a été effectivement conclue dans le pays d'origine. Nous certifions en outre sincère et véritable la présente facture.
that the sale was effectively concluded in the country of origin. We moreover certify that the present invoice is true and correct.

C. C. I. E. SEP 23 1941

MARQUES ET NUMEROS Marks and Numbers	NOMBRE DE PAQUETS ou COLIS ou CAISSES Number of Packages Boxes or Cases	POIDS Weight BRUT Gross	POIDS Weight NET	DESCRIPTION	VALEUR Value
Banque de L'Indochine, Saigon. #1/50	Fifty (50) cases	4,941 kilos	4,000 kilos	5,000,000 Bank Notes	$46,250.00
				TOTAL..	$46,250.00

Prêté serment devant moi, ce 22nd *jour* September, 1941. *Fait à* New York *le* September 22, 1941.
Sworn to before me this day of Dated at on the (date)

Thomas Fiske
NOTARY PUBLIC, Bronx County
Bronx Co. Clk's No. 44, Reg. No. 29F43
N.Y. Co. Clk's No. 25, Reg. No. 3-F-170
Commission Expires March 30, 1943

American Bank Note Company
(Signature)
Secretary-Comptroller.

BANQUE DE L'INDOCHINE Transpacific Air Mail

C.P. R. SEP 23 1941 DUPLICATE SENT

September 22, 1941.

Enclosed please find a copy of our letter of September 17th to the above, advising partial shipment of order of April 21, 1941.

Asst. Manager Foreign Department.

JJG:grl
Encl.

C. I. E.
SEP 23 1941

By hand

September 22, 1941.

Mr. R. Soliva,
c/o French American Banking Corporation,
31 Nassau Street,
New York, N.Y.

BANQUE DE L'INDOCHINE

Dear Mr. Soliva:

For your information we enclose herewith a copy of our letter of the 17th instant to the Banque de L'Indochine at Saigon advising partial shipment of our contract of April 21, 1941.

Yours very truly,

Asst. Manager Foreign Department.

JJG:grl
1 encl.

File

September 22, 1941

SEP 22 1941

Draw draft - At sight

To order of - French American Banking
Corporation,
31 Nassau Street,
New York, N.Y.

Against - Banque de L'Indochine,
Saigon,
French Indo-China

Amount - #25,192.53 U.S. Dollars.

Credit No. C-3328 dated May 8, 1941.

Draft #113

Form 5460

CARGO

$ 50,900.

POLICY OF INSURANCE

BROKERS COPY

No. P 49715

File F

FEDERAL INSURANCE COMPANY

INCORPORATED UNDER THE LAWS OF NEW JERSEY

CHUBB & SON, Managers

No. 1 NEWARK AVENUE
JERSEY CITY, N. J.

AND

No. 90 JOHN STREET
NEW YORK, N. Y.

OCT 21 1941

In consideration of a premium as agreed
Does insure American Bank Note Company
to the amount of Fifty thousand nine hundred** *Dollars,*
on Printed Matter
valued at sum insured *shipped on board of the* S/S "President Grant"
(lost or not lost) at and from New York, N.Y. to Saigon, French Indo-China
transhipped at Manila, P.I.

Pol. #P 49715 F

CARGO CLAUSES

1. This insurance attaches from the time the goods leave the Warehouse and/or Store at the place named in the policy for the commencement of the transit and continues during the ordinary course of transit, including customary transhipment if any, until the goods are discharged overside from the overseas vessel at the final port. Thereafter the insurance continues whilst the goods are in transit and/or awaiting transit until delivered to final warehouse at the destination named in the policy or until the expiry of 15 days (or 30 days if the destination to which the goods are insured is outside the limits of the port) whichever shall first occur. The time limits referred to above to be reckoned from midnight of the day on which the discharge overside of the goods hereby insured from the overseas vessel is completed. Held covered at a premium to be arranged in the event of transhipment, if any other than as above and/or in the event of delay in excess of the above time limits arising from circumstances beyond the control of the Assured.

2. Including risk of craft to and from the vessel, each lighter, craft or conveyance to be considered as if separately insured, also to cover any special or supplementary lighterage, at additional premium if required. The assured is not to be prejudiced by any agreement exempting lightermen from liability.

3. Held covered, in case of any delay, omission or error in the amount or in the description of the interest, vessel or voyage or if the subject matter of the insurance be shipped by another vessel, provided prompt notice be given when known by the assured and an additional premium paid if required.

4. Provided prompt notice be given the Assurers when such facts are known to the Assured and additional premium be paid if required, it is understood and agreed that in case of short shipment in whole or in part by the vessel reported for insurance hereunder, or if the goods be transhipped by another vessel or vessels, or be carried beyond or discharged short of destination, or in the event of deviation, or change of voyage, or any interruption or other variation of the voyage or risk beyond the control of the Assured, this insurance shall nevertheless cover the goods until arrival at the final destination named in the policy or certificate of insurance or until the subject matter insured is no longer at the risk of the Assured, whichever may first occur. No additional risks (whether of delay or of any other description) are insured under this clause, which is intended merely to continue the insurance in force against the same risks named elsewhere in the policy or certificate and if the risks of War, Strikes, Riots or Civil Commotions, or any of these risks, are insured against, the insurance against such risks shall not be extended by this clause to cover contrary to any express provision of such insurance.

5. Notwithstanding any average warranty contained herein, these insurers agree to pay landing, warehousing, forwarding or other expenses and/or particular charges should same be incurred, as well as any partial loss arising from transhipment. Also to pay the insured value of any package, piece or unit totally lost in loading, transhipment and/or discharge.

6. General Average, Salvage, and Special Charges, as per foreign custom, payable according to foreign statement, and/or per York-Antwerp Rules 1890 or 1924 and/or in accordance with the contract of affreightment, if and as required.

7. The assured are not to be prejudiced by the presence of the negligence clause and/or latent defect clause in the bills-of-lading and/or charter party. The seaworthiness of the vessel and/or craft as between the assured and assurers is hereby admitted, and the assurers agree that in the event unseaworthiness or a wrongful act or misconduct of shipowner, charterer, their agents or servants shall, directly or indirectly, cause loss or damage to the cargo insured, by sinking, stranding, fire, explosions, contact with seawater, or by any other cause of the nature of any of the risks assumed in the policy, the assurers will (subject to the terms of average and other conditions of the policy) pay to an innocent assured the resulting loss. With leave to sail with or without pilots and to tow and assist vessels or craft in all situations, and to be towed.

8. Should the policy issued by the assurers contain any clause or clauses relieving the assurers from liability by reason of other insurance or the conditions of the bills of lading, the assurers guarantee the collection in full of the amount of the loss which would have been recoverable under this policy in the absence of such clauses, and hereby agree to advance this amount as a loan, pending such collection, to the assured or to the holder of the certificate of insurance.

   The assurers further agree to pay all costs and expenses incurred by the assured in connection with the collection of such loss from other parties.

9. This insurance is also specially to cover any loss of or damage to the interest insured hereunder, through the bursting of boilers, breakage of shafts or through any latent defect in the machinery, hull or appurtenances, or from faults or errors in the navigation and/or management of the vessel by the Master, Mariners, Mates, Engineers or Pilots; provided, however, that this clause shall not be construed as covering loss arising out of delay, deterioration or loss of market, unless otherwise provided elsewhere herein.

10. Including while on docks, wharves or elsewhere on shore and/or during land transportation, risks of collision, derailment, fire, lightning, sprinkler leakage, cyclone, hurricanes, earthquakes, floods, the rising of navigable waters, or any accident to the conveyance and/or collapse and/or subsidence of docks and/or structures, and to pay loss or damage caused thereby, even though the insurance be otherwise F. P. A.

11. The risks covered by this policy are to include loss, damage or expense resulting from explosion, howsoever and wheresoever occurring, irrespective of percentage, whether the insurance be F. P. A. or otherwise, but excluding the risks excepted by the F. C. & S. and Strikes, Riots clauses.

12. On shipments of machinery, consisting when complete for sale or use of several parts, the liability of this Company is limited to the insured value of the part or parts lost or damaged, or, at assured's option, the cost and expense of replacing or duplicating the lost or damaged part or parts, and/or the repairing of the machine.

13. These assurers also agree that any action or proceeding against them for the recovery of any claim under or by virtue of this insurance shall not be barred if commenced within the time prescribed therefor in the Statutes of the State of New York.

14. Where goods are shipped under a bill of lading containing the so-called "Both to Blame Collision" Clause these assurers agree, as to all losses covered by this insurance, to indemnify the assured for any amount (up to the amount insured) which the assured may be legally bound to pay to the shipowners under such clause. In the event that such liability is asserted the assured agree to notify the assurers who shall have the right, at their own cost and expense, to defend the assured against such claim.

15. Warranted free from capture, seizure, arrest, restraint, detainment, confiscation, preemption, requisition or nationalization, and the consequences thereof, or of any attempt thereat, whether in time of peace or war and whether lawful or otherwise; also warranted free from all consequences of hostilities or warlike operations (whether there be a declaration of war or not), piracy, civil war, revolution, rebellion or insurrection, or civil strife arising therefrom.

16. Warranted free of loss or damage caused by or resulting from strikes, lockouts, labor disturbances, riots, civil commotions or the acts of any person or persons taking part in any such occurrence or disorder.

NOTE:-It is necessary for the Assured to give prompt notice to Underwriters when he becomes aware of an event for which he is "held covered" under this policy and the right to such cover is dependent on compliance with this obligation.

2475C—6M-7-41

hereon.

BROKERS COPY

In Witness Whereof, the Federal Insurance Company, has caused this Policy to be signed by its President, at Jersey City, N. J., but it shall not be valid unless countersigned by a duly authorized representative of the Company.

Countersigned this 10th *day of* October, 19 41

Hendon Chubb *President*

Authorized Representative
(LG) Johnson & Higgins

Printed in U.S.A.

41141

Form 5460

CARGO

POLICY OF INSURANCE

BROKERS COPY

$ 50,900.

No. P 49715

File F

FEDERAL INSURANCE COMPANY

INCORPORATED UNDER THE LAWS OF NEW JERSEY

CHUBB & SON, Managers

No. 1 NEWARK AVENUE
JERSEY CITY, N. J.

AND

No. 90 JOHN STREET
NEW YORK, N. Y.

OCT 21 1941

In consideration of a premium as agreed
Does insure American Bank Note Company
to the amount of Fifty thousand nine hundred** *Dollars,*
on Printed Matter
valued at sum insured *shipped on board of the* S/S "President Grant"
(lost or not lost) at and from New York, N.Y. to Saigon, French Indo-China
transhipped at Manila, P.I.
and it is hereby understood and agreed, that in the case of loss, such loss is payable to the order of
American Bank Note Company *on surrender of this Policy.*

Warranted by the assured that vessels to be loaded with grain from the Ports of New York, Boston, Philadelphia, Baltimore or San Francisco for Foreign Ports, are to be loaded under the inspection of the Surveyor of the Board of Underwriters or of a Surveyor appointed by the Assurers, and his certificate as to their proper loading and seaworthiness obtained or the insurance under this policy to be void.

Warranted free from capture, seizure, arrest, restraint, detainment, confiscation, preemption, requisition or nationalization, and the consequences thereof or of any attempt thereat, whether in time of peace or war and whether lawful or otherwise; also warranted free from all consequences of hostilities or warlike operations (whether there be a declaration of war or not), piracy, civil war, revolution, rebellion or insurrection, or civil strife arising therefrom.

Warranted free of loss or damage caused by or resulting from strikes, lockouts, labor disturbances, riots, civil commotions or the acts of any person or persons taking part in any such occurrence or disorder.

Beginning the adventure upon the said goods and merchandise from and immediately following the loading thereof on board the said vessel, at port of shipment as aforesaid, and so shall continue and endure until the said goods and merchandise shall be safely landed at destination as aforesaid. AND it shall and may be lawful for the said vessel, in her voyage, to proceed and sail to, touch and stay at any ports or places, if thereunto obliged by stress of weather or other unavoidable accident, without prejudice to this insurance.

Touching the adventures and perils which the said ASSURERS are contented to bear, and take upon themselves, in this voyage they are of the seas, men-of-war, fires, enemies, pirates, rovers, assailing thieves, jettisons, letters of mart and countermart, reprisals, takings at sea, arrests, restraints and detainments of all kings, princes or people, of what nation, condition or quality soever, barratry of the Master and Mariners, and all other perils, losses and misfortunes, that have or shall come to the hurt, detriment or damage of the said goods and merchandises or any part thereof. AND in case of any loss or misfortune it shall be lawful and necessary to and for the assured, his or their factors, servants and assigns, to sue, labor and travel for, in and about the defense, safeguard and recovery of the said goods and merchandises, or any part thereof, without prejudice to this insurance; nor shall the acts of the insured or insurers in recovering, saving and preserving the property insured, in case of disaster, be considered a waiver, or an acceptance of an abandonment: to the charges whereof, the said ASSURERS will contribute according to the rate and quantity of the sum herein insured.

And in case of loss, such loss to be paid in thirty days after proof of loss, and proof of interest in the property hereby insured (the amount of the premium, if unpaid, being first deducted) ~~but no partial loss or particular average shall in any case be paid, unless amounting to five per cent.~~ PROVIDED ALWAYS and it is hereby further agreed, that if the said assured shall have made any other assurance upon the premises aforesaid, prior in day of date to this policy, then the said ASSURERS shall be answerable only for so much as the amount of such prior assurance may be deficient towards fully covering the premises hereby assured; and the said ASSURERS shall return the premium upon so much of the sum by them assured as they shall be, by such prior assurance, exonerated from. AND in case the assured shall have made any insurance (other than fire) upon the said premises, subsequent in day of date to this policy, the said ASSURERS shall nevertheless be answerable for the full extent of the sum by them subscribed hereto, without right to claim contribution from such subsequent assurers, and shall accordingly be entitled to retain the premium by them received, in the same manner as if no such subsequent assurance had been made. And in case the assured shall have made any insurance (other than fire) upon the premises aforesaid, of date, the same day as this policy, it shall be deemed simultaneous herewith; and the said ASSURERS shall not be liable for more than a ratable contribution in the proportion of the sum by them insured to the aggregate of such simultaneous insurance. IT IS ALSO AGREED that the property be warranted by the assured free from any charge, damage or loss, which may arise in consequence of a seizure or detention, for or on account of any illicit or prohibited trade or any trade in articles contraband of war. AND WARRANTED by the assured free from any liability for merchandise in the possession of any carrier or other bailee, who may be liable for any loss or damage thereto and for merchandise shipped under a Bill of Lading containing a stipulation that the carrier may have the benefit of any insurance thereon; and that any insurance granted herein, shall not cover where any carrier or other bailee has insurance (whether prior or subsequent in date to this policy) which would attach if this policy had not been issued; and that any insurance against fire granted herein shall not cover where the assured has fire insurance (whether prior or subsequent in date to this policy) which would attach if this policy had not been issued.

WARRANTED not to abandon in case of capture, seizure or detention, until after condemnation of the property insured; nor until ninety days after notice of said condemnation is given to the ASSURERS. Also warranted not to abandon in case of blockade, and free from any expense in consequence of capture, seizure, detention or blockade, but in the event of blockade, to be at liberty to proceed to an open port and there end the voyage.

Memorandum. It is also agreed, that bar, bundle, rod, hoop and sheet iron, wire of all kinds, tin plates, steel madder, sumac, wickerware and willow (manufactured or otherwise), salt, grain of all kinds, tobacco, Indian meal, fruits (whether preserved or otherwise), cheese, dry fish, hay, vegetables and roots, rags, hempen yarn, bags, cotton bagging, and other articles used for bags and bagging, pleasure carriages, household furniture, skins and hides, musical instruments, looking glasses, and all other articles that are perishable in their own nature, are warranted by the assured free from average, unless general; hemp, tobacco, stems, matting and cassia, except in boxes, free from average, under twenty per cent, unless general; and sugar, flax, flaxseed, and bread, are warranted by the assured free from average under seven per cent, unless general; and coffee in bags or bulk, pepper in bags or bulk, and rice, free from average under ten per cent, unless general.

WARRANTED by the insured, free from damage or injury from dampness, change of flavor or being spotted, discolored, musty or mouldy, except caused by actual contact of sea water with the articles damaged, occasioned by sea perils. In case of partial loss by sea damage to dry goods, cutlery or other hardware, and on shipments from ports and places East of the Cape of Good Hope, on gunny cloth, gunny bags, or hides, the loss shall be ascertained by a separation and sale of the portion only of the contents of the packages so damaged, and not otherwise; and the same practice shall obtain as to all other merchandise, so far as practicable. Not liable for leakage on molasses or other liquids, nor for breakage, unless occasioned by stranding or collision with another vessel. And it is also agreed that in case of loss or damage to any part of a machine, consisting, when complete for sale or use, of several parts, the insurers shall only be liable for the insured value of the part lost or damaged.

If the voyage aforesaid shall have been begun and shall have terminated before the date of this Policy, then there shall be no return of premium on account of such termination of the voyage.

No cargo on deck is insured hereunder unless reported and accepted as an "on deck" risk. When cargo is insured on deck the Company not to be liable for loss by wet, breakage, leakage or exposure. No risk on shore is covered by this Policy unless expressly assumed herein in writing. If this Policy shall be extended to cover risks of inland transportation and/or risks on shore and/or on land, then in such cases it is understood that such inland transportation is covered by railroad or truck only (unless otherwise stated hereon) and that while on railroad cars this insurance covers only loss or damage arising from fire, collision or derailment, and while on truck against loss or damage arising from fire, collision and overturning of the vehicle, and while on dock, wharf, pier, quay or elsewhere on shore against the risks of fire or flood (meaning rising navigable waters).

In case of loss or damage please follow instructions on the reverse side of this policy.

It is hereby agreed, that any loss or claim under this Policy, shall be paid at the office of the Company in New York, or at the offices of the Agents of the Company, Exchange Buildings, Liverpool, or at the Agency of the Company at port or place of destination, or, if the Company is not represented at port or place of destination, at the nearest Agency amongst those specified in the list on back hereof.

Claims to be adjusted according to the usages of Lloyds, but subject to the conditions of the Policy and Contract of Insurance.

Notice.—To conform with the Revenue Laws of Great Britain, in order to collect a claim under this Policy, it must be stamped within ten days after its receipt in the United Kingdom.

SPECIAL CONDITIONS

All clauses below take precedence over the above if in conflict therewith

ON DECK:—Merchandise and/or goods shipped on deck which must be so specified on this certificate are insured:—Free of particular average unless caused by the vessel being stranded, sunk, burnt, on fire, or in collision, but including jettison and/or washing overboard, irrespective of percentage.

In case of loss or injury to any part of a machine consisting, when complete for sale or use, of several parts, these assurers, if liable therefor under the terms of this policy, shall only be liable for the insured value of the part lost or damaged.

In case of damage affecting labels, capsules or wrappers, these assurers, if liable therefor under the terms of this policy, shall be liable only for an amount sufficient to pay the cost of new labels, capsules or wrappers, and the cost of reconditioning the goods.

The risks covered by this policy are to include damage to or destruction of the goods hereby insured, resulting from explosion, howsoever or wheresoever occuring, provided same is shown not to have been caused by or attributable to any of the risks excluded by the terms of the "Free of Capture and Seizure" and the "Riots and Civil Commotions" Clauses in this Policy.

Notwithstanding any average warranty contained herein, these assurers agree to pay any landing, warehousing, forwarding, or other expenses and/or particular charges for which this policy in the absence of such warranty would be liable. Also to pay the insured value of any package, piece, or unit totally lost in loading, transhipping or discharge.

Where this policy by its terms covers while on docks, wharves, or elsewhere on shore and/or during land transportation, such coverage shall include the risks of collision, derailment, or overturning of the conveyance, fire, cyclones, hurricanes, earthquakes, floods (meaning the rising of navigable waters), and/or collapse or subsidence of docks, and to pay loss or damage caused thereby, even though the insurance be otherwise F. P. A.

Including General Average and Salvage Charges according to United States Law and usage and/or as per Foreign Statement and/or as per York-Antwerp Rules (as prescribed in whole or in part) if in accordance with the Contract of Affreightment.

This insurance attaches from the time the goods leave the Warehouse and/or Store at the place named in the certificate or special policy for the commencement of the transit and continues during the ordinary course of transit, including customary transhipment if any, until the goods are discharged overside from the overseas vessel at the final port. Thereafter the insurance continues whilst the goods are in transit and/or awaiting transit until delivered to final warehouse at the destination named in the certificate or special policy or until the expiry of 15 days (or 30 days if the destination to which the goods are insured is outside the limits of the port) whichever shall first occur. The time limits referred to above to be reckoned from midnight of the day on which the discharge overside of the goods hereby insured from the overseas vessel is completed. Held covered at a premium to be arranged in the event of transhipment, if any, other than as above and/or in the event of delay in excess of the above time limits arising from circumstances beyond the control of the Assured.

NOTE:—It is necessary for the Assured to give prompt notice to Underwriters when he becomes aware of an event for which he is "held covered" under this certificate or special policy and the right to such cover is dependent on compliance with this obligation.

This insurance shall not be vitiated by any unintentional error in description of voyage or interest, or by deviation, or by transhipment, or by any interruption of the ordinary course of transit from causes beyond the control of any Assured hereunder. Warranted, however, that prompt notice shall be given this Company of such error, deviation, transhipment, or interruption, and additional premium paid if required.

Held covered while on craft to and from the vessel. Each lighter or craft to be considered as if separately insured. The Assured not to be prejudiced by any agreement exempting lightermen from liability.

The Assured are not to be prejudiced by the presence of the negligence clause and/or latent defect clause in the Bills of Lading and/or Charter party. The seaworthiness of the vessel as between the Assured and the assurers is hereby admitted, and the wrongful act or misconduct of the shipowner or his servants causing a loss is not to defeat the recovery by an innocent assured if the loss in the absence of such wrongful act or misconduct would have been a loss recoverable under the policy.

Where the words "including Strike Risks" are typed in the space below at the time the Policy is issued, the S. R. & C. C. Clauses on the back of this Policy shall attach.

Including Strike Risks

Where the words "including War Risk" are typed in the space below at the time the Policy is issued, the War Risk Clauses on the back of the Policy shall attach.

Marks and Numbers

Banque de
L'Indochine.
F1100788
Fifty(50)cases

Covering against all risks of loss or damage to the merchandise insured howsoever occurring, irrespective of percentage excepting risks excluded by the F.C. &S. (Free of Capture & Seizure) and Strikes, Riots and Civil Commotions Warranties appearing elsewhere hereon.

BROKERS COPY

In Witness Whereof, the Federal Insurance Company, has caused this Policy to be signed by its President, at Jersey City, N. J., but it shall not be valid unless countersigned by a duly authorized representative of the Company.

Countersigned this 10th *day of* October, 19 41

Hendon Chubb *President*

Authorized Representative
(LG) Johnson & Higgins

Printed in U.S.A.

41141

Pay to the order of: Banque de L'Indochine, Saigon, French Indo-China.
American Bank Note Company

Secretary-Comptroller.

When so provided by endorsement on this Special Policy (or Certificate) at the time the same is issued (but not otherwise) the shipment described herein shall be separately insured against strike and riot risks subject to the terms and conditions hereinafter set forth.

S. R. & C. C. CLAUSES (Form No. 5A)

This insurance also covers damage, theft, pilferage, breakage or destruction of the property insured directly caused by strikers, locked-out workmen, or persons taking part in labor disturbances or riots or civil commotions and destruction of or damage to the property directly caused by persons acting maliciously; but the foregoing shall not be construed to include or cover any loss, damage or expense caused by or resulting from (a) delay, deterioration or loss of market, or (b) hostilities, warlike operations, civil war, revolution, rebellion or insurrection, or civil strife arising therefrom.

While the property insured is at risk under the terms and conditions of this insurance **within the United States, its incorporated territories and its possessions in the Western Hemisphere, Canada and Newfoundland,** this insurance is extended to cover damage, theft, pilferage, breakage or destruction of the property insured directly caused by "Vandalism," "Sabotage" and "Malicious Mischief," and as so extended shall include such losses directly caused by acts committed by an agent of any government, party or faction engaged in war, hostilities or other warlike operations, provided such agent is acting secretly and not in connection with any operation of military or naval armed forces in the country where the described property is situated. Nothing in the foregoing shall be construed to include or cover any loss, damage or expense caused by or resulting from (a) delay, deterioration or loss of market; or (b) hostilities, warlike operations, civil war, revolution, rebellion or insurrection, or civil strife arising therefrom, excepting only the acts of certain agents expressly covered above.

When so provided by endorsement on this Special Policy (or Certificate) at the time the same is issued (but not otherwise) the shipment described herein shall be separately insured against war risks subject to the terms and conditions hereinafter set forth.

WAR RISK INSURANCE (Form No. 3-1 Amended April 14, 1941.)

1. This insurance is only against the risks of capture, seizure, destruction or damage by men of war, piracy, takings at sea, arrests, restraints and detainments and other warlike operations and acts of kings, princes and peoples in prosecution of hostilities or in the application of sanctions under international agreements, whether before or after declaration of war and whether by a belligerent or otherwise, including factions engaged in civil war, revolution, rebellion or insurrection, or civil strife arising therefrom, and including the risks of aerial bombardment, floating or stationary mines and stray or derelict torpedoes; but excluding claims for delay, deterioration and/or loss of market, and warranted not to abandon (on any ground other than physical damage to ship or cargo) until after condemnation of the property insured. Also warranted not to abandon in case of blockade, and free from any claims for loss or expense in consequence of blockade or of any attempt to evade blockade; but in the event of blockade, to be at liberty to proceed to an open port and there end the voyage.
2. Warranted free from any claim based upon loss of, or frustration of, the insured voyage or adventure caused by arrests, restraints or detainments.
3. This insurance does not cover any loss or damage caused by or resulting from any of the following causes:
   (a) Commandeering, preemption, requisition or nationalization by the government (de facto or otherwise) of the country to or from which the goods are insured.
   (b) Seizure or destruction under quarantine or customs regulations.
   (c) Capture, seizure, arrest, restraint, detainment or condemnation by the Government of the United States of America, or of any State therein.
4. This insurance shall not attach to the interest hereby insured or to any part thereof
   (a) prior to being on board an overseas Vessel (for the purpose of this clause 4 an overseas Vessel shall be deemed to mean a Vessel carrying the interest from one port or place to another where such voyage involves a sea passage by that Vessel),
   (b) after being discharged overside from an overseas Vessel at the final port of discharge,
   or
   after expiry of fifteen days counting from midnight of the day on which the overseas Vessel is safely anchored or moored at the final port of discharge, whichever shall first occur,
   (c) at a port or place of transhipment to another overseas Vessel after the expiry of fifteen days (counting from midnight of the day on which the overseas Vessel entering with the interest is safely anchored or moored) until the interest is on board the oncarrying overseas Vessel.
   In the event of the exercise of any liberty granted to the Shipowner or Charterer under the contract of affreightment whereby such contract is terminated at a port or place other than the destination named therein such port or place shall be deemed the final port of discharge for the purpose of this clause 4.
5. Subject to the terms of Clause 4 above and to any conditions or warranties which may be endorsed hereon, it is agreed that this insurance shall not be vitiated by deviation, overcarriage, change of voyage, or by any error or unintentional omission in the description of interest, Vessel or voyage, provided the same be communicated to this Company as soon as known to the Assured and an additional premium paid if required.
6. And in case of any loss or misfortune, it shall be lawful and necessary to and for the Assured, his or their factors, servants and assigns, to sue, labor and travel for, in and about the defense, safeguard and recovery of the said goods and merchandises, or any part thereof, without prejudice to this insurance; nor shall the acts of the Assured or Assurers, in recovering, saving and preserving the property insured, in case of disaster, be considered a waiver or an acceptance of an abandonment; and to the charges whereof, the said Assurers will contribute according to the rate and quantity of the sum hereby insured.
7. General Average and salvage charges (resulting from a peril hereby insured against) payable according to Foreign Statement or York-Antwerp Rules if in accordance with the contract of affreightment.
8. The Assured and payee hereunder, the description and valuation of the merchandise, the sum insured, the voyage and the ports of loading on and discharge from the overseas Vessel, shall be determined by reference to the insurance against marine risks as set forth in this Certificate or Special Policy and shall be deemed incorporated herein; and losses payable hereunder shall be adjusted and settled in the same manner as provided for in the said insurance against marine risks. It is agreed, however, that this war risk insurance is a separate contract which (excepting as expressly provided in this clause 8) is not subject to any of the other printed terms or conditions of this Certificate or Special Policy or to any clause or provision stamped or endorsed thereon unless the same refers specifically to war risk insurance.
9. Notwithstanding anything to the contrary contained herein, it is understood and agreed that all shipments which are shipped to or from or transshipped at any port or place outside of the United States, its incorporated territories and its possessions in the Western Hemisphere, are warranted free of claims arising from Capture, Seizure, Arrest, Restraint, Detainment, Requisition, Nationalization or Condemnation by or under the authority of the government of Great Britain, or any of its dominions, colonies, possessions or allies or by any forces acting in co-operation with or under the control of them or any of them; but unless the insured property is condemned this warranty shall not exclude losses otherwise covered by this policy which occur while the property insured is on board the overseas vessel and which are caused by gunfire, torpedoes, bombs, mines or other implements of war, or by stranding, sinking, burning or collision, provided such losses would not be covered by a marine insurance policy warranted free of claims arising from Capture, Seizure or Detention.
10. Notwithstanding anything to the contrary contained herein, it is understood and agreed that all shipments to and from Petsamo and all shipments to, from or via the Mediterranean are warranted free of claims arising from Capture, Seizure, Arrest, Restraint, Detainment, Requisition, Nationalization or Condemnation; but unless the insured property is condemned this Warranty shall not exclude losses otherwise covered by this Certificate or Special Policy which occur while the property insured is on board the overseas vessel and which are caused by gunfire, torpedoes, bombs, mines or other implements of War, or by stranding, sinking, burning or collision, provided such losses would not be covered by a marine insurance policy warranted free of claims arising from Capture, Seizure or Detention.
11. Shipments to or from ports or places in Germany, Italy or any of its possessions, France or any of its Mediterranean possessions or French Morocco, Danzig, Poland, Denmark, Norway, Holland or Belgium, and all shipments by German, Italian or French Flag vessels are excluded from any coverage whatsoever under this Certificate or Special Policy, but goods transshipped to a French Flag vessel are held covered provided information thereof be communicated to this Company as soon as known to the Assured and an additional premium paid if required.
12. Notwithstanding anything to the contrary contained in this Certificate or Policy or in any Endorsement thereon, it is understood and agreed that all shipments by Bulgarian, Danish, Hungarian and Roumanian flag vessels and all shipments to or from ports or places in Bulgaria or Roumania, are excluded from any coverage whatsoever under this Certificate or Policy.
13. Notwithstanding anything to the contrary contained in this Certificate or Policy or in any Endorsement thereon, it is understood and agreed:—
   (a) That no claim for freight, storage or other expense due to the requisition or commandeering of the title or use of any vessel by or with the consent of the country whose flag she flies shall be payable under this insurance; and if as a result of such requisition or commandeering, the insured cargo is discharged at a port or place other than the port or place of destination, the port or place of discharge shall be deemed a port or place of transhipment within the meaning of Clause 4 (c) of this Certificate or Policy.
   (b) That if any vessel shall be ordered into or detained in any port by the United States Government for the purpose of protecting the vessel and her cargo from the danger of enemy action, any resulting loss which would otherwise be covered by this insurance shall not be excluded by Clause 3(c) of this Certificate or Policy.
14. Unless otherwise agreed, the rate of premium payable in respect of each shipment insured under this Certificate or Policy shall be the current rate quoted by this Company on the date of sailing of the overseas vessel or on date of loss whichever may first occur.

INSTRUCTIONS TO CLAIMANTS

Any loss or damage which may happen to the property insured under this policy shall be reported as soon as the goods are landed or the loss is known or expected, to the agent of the Insurers located at the port of discharge or disaster (see list below). If there be no such agent at or near such port, such notice shall be given to an accredited representative of the Board of Underwriters of New York. *In case of loss or damage, produce this policy (or said agent's or representative's inspection and request him to hold a survey and issue a certificate stating the cause and the extent of the loss or damage.* If there be no agent of the Insurers at the port of discharge or disaster, nor a representative of the Board of Underwriters of New York, certificate of survey should be obtained from Lloyds agent at destination. After the survey the foregoing documents (survey report, policy, invoice, bill of lading, letter to carrier and latter's reply) should be sent to the Insurer's agents (named below to enable them to decide as to the liability of the Insurers.

IMPORTANT NOTICE

When cargo is received from the carrier in a damaged condition, or in case of loss by theft, pilferage, non-delivery or negligence (if this insurance) in order to save for yourselves or your underwriters, any rights which you may have against the carrier, it is necessary to file notice of claim in writing against the carrier before taking delivery of the goods. Claim in writing must be filed with the carrier as soon as the actual loss or damage is known and a copy thereof and a reply thereto must accompany any claim presented under this insurance policy, in addition to the usual certificate of loss issued by the Underwriters Agent. Filing claim against the carrier will not affect your rights under your insurance policy.

AGENCIES OF THE FEDERAL INSURANCE COMPANY, WHERE CLAIMS MAY BE PRESENTED FOR PAYMENT

When cargo is received from the carrier in a damaged condition, or in case of loss by theft, pilferage, non-delivery or negligence (if covered by this insurance) in order to save for yourselves or your underwriters, any rights which you may have against the carrier, it is necessary for you to file notice of claim in writing against the carrier before taking delivery of the goods. Claim in writing must be filed with the carrier as soon as the actual loss or damage is known and a copy thereof and a reply thereto must accompany any claim presented under this insurance policy, in addition to the usual certificate of loss issued by the Underwriters Agent. Filing claim against the carrier will not affect your rights under your insurance policy.

U. S. A. AND CANADA

BOSTON.....Chubb & Son, Managers, Head Office—90 John Street
NEW YORK.....Chubb & Son, Managers, Branch Office—1028 Hart Bldg.
ATLANTA.....Chubb & Son, Mgrs., Branch Office—Insurance Exchange
CHICAGO.....Chubb & Son, Mgrs., Branch Office—1 Newark Ave.
JERSEY CITY.....Chubb & Son, Mgrs., Branch Office—Royal Bank Bldg.
MONTREAL.....Chubb & Son, Mgrs., Branch Office—
1410 Lincoln Alliance Bank Building
ROCHESTER.....Chubb & Son, Mgrs., Branch Office—
Boit, Dalton & Church, 89 Broad Street
SAN FRANCISCO.....Boyd & Company, 724 South Spring Street
SEATTLE.....Bowden, Gazzam & Arnold, Dexter Horton Building
VANCOUVER CITY.....Chas. Gardner Johnson, Ltd., 991 Hastings St. W.
VICTORIA, B. C.....Bithet Consolidated, Ltd.

UNITED KINGDOM

BELFAST (Surveys only).....James Johnston & Son, 8 Waring Street
LIVERPOOL.....Sea Insurance Co., Ltd., Exchange Buildings
LONDON (Surveys only).....E. L. Johnson's Sons & Mowat,
37, Walbrook, London, E.C. 4

EUROPE

AMSTERDAM.....Below & Mijnssen, Heerengracht 124/8
ANTWERP.....Leon Van Peborgh (Fred Jamide—Verbeegen)
BARCELONA. Union Maritime & General Insurance Co., Ltd., Pue Kipling 24
BERLIN.....Willis, Faber & Hubbenette, Dumont-Lindemann Strasse 23 W 62
BORDEAUX.....Louis Bosquet, 25, Rue Sainte Remi
BREMEN.....F. Reck & Co., Postfach 519
BUDAPEST.....Captain Louis L. Rakos, Otthon—u. 10, Budapest XII
COPENHAGEN.....Heckscher & Son, Successors, Amaliegade 39
DANZIG.....Berrrras Shipping Co., Ltd., 8 Langer markt, Danzig
DUNKERQUE.....A. Bourbonnaud & Co., 7, Rue Van Stabel
GENOA.....Anaministrazione Mackenzie, Casella Postale 434
GIBRALTAR.....James Rawes & Co., Rua do Corpo Santo
GDYNIA.....Frick & Frick, Ltd., Gustaf Adolfs Torg, 4
GOTHENBURG.....T. C. Smith & Co., 11a Strada Cristoforo, Valetta
HAMBURG.....Stephen Gaubert, 7, Rue Paradis
HAVRE.....Holme & Co., 126/8 Via A. Depritis
ISTAMBUL (Surveys only).....Rawes & Co., Rua da Nova Alfandega
KLAIPEDA-MEMEL.....William Shepherd, Bogstadveien 15
LISBON.....A. Santerre, 19, Rue Vivienne
MALMO.....J. A. Saunders, 77, Notarn Street and
6, Dragaanion St., Athens
MARSEILLES.....E. Sporleder Ltd., 24, Kalda Tanav
NAPLES.....W. Ledebour, Wijnhaven 105
OPORTO.....Otterich & Sons
OSLO.....Below & Mijnssen, Heerengracht 124/8
PARIS.....Leon Van Peborgh (Fred Jamide—Verbeegen)
PIRAEUS.....Below & Mijnssen, Heerengracht 124/8

ASIA

BEYROUT.....Edgar Henry Greenham, P.O. Box 428
BOMBAY.....Via Della Borsa, 3 (Torgesteo)
BUSHIRE.....Patel House, Churchgate St., Fort
BUSREH.....Gray Mackenzie & Co., Ltd.
CALCUTTA.....Gray Mackenzie & Co., Ltd.
CANTON.....Bird & Co., P.O. Box 46
COCANADA.....G. E. Huygen, 11 Sai Hing Kai, P. O. Box 112
COCHIN.....The Coromandel Co., Ltd.
COLOMBO.....Aitken, Spence & Co., Ltd., P.O. Box 5
DELHI (Surveys only).....Gillanders Arbuthnot & Co., Imperial Bank Chas.
FUSAN (Chosen).....Bennett & Co., Nissen Kaiun Bld. No. 2,
HAIFA.....Hon Machi, 4 Chome
HARBIN.....J. V. Delbourgo & Son
HONGKONG.....Butterfield & Swire (Japan) Ltd.
HONG KONG.....Dodwell & Co., Ltd.
JAFFA.....American Foreign Ins. Association
KARACHI.....J. M. Da Rocha & Co., 6 Des Boeux Road,
KERMANSHAH.....Central P.O. Box 400, Bank of Canton Bldg.
KOBE (Surveys only).....Forbes Forbes, Campbell & Co., Ltd., P.O. Box 10
LAHORE (Surveys only).....Stephen Lynch & Co., Ltd.
MACASSAR.....Gillanders, Arbuthnot & Co., The Mall
MADRAS.....Dodwell & Company
MANGALORE.....Wilson & Co., P.O. Box 2, 6/8, Jehangir Street,
MANILA.....Pierce, Leslie & Co., Ltd., P.O. Box 394
NAGASAKI.....George Town
NEWCHWANG.....Warner, Barnes & Co., Ltd., P.O. Box 294
PADANG.....China Navigation Co., Ltd.
PENANG.....Van Houten Stieffen & Co.
RANGOON.....G. H. Slot & Co., Ltd., 2, Weld Quay
SABANG.....Geo. Gordon & Co., (Burma) Ltd.,
SAIGON.....25, Merchant Street, P.O. Box 20
SAMARANG.....The Sabang Bay Harbour & Coal Co., Ltd.
SHANGHAI.....American Foreign Ins. Association, No. 3 Canton Road
SINGAPORE.....G. H. Slot & Co., Ltd., 3/5 Robinson Road
SOERABAYA.....Fraser Eaton & Co., Ltd.
SULTANABAD.....Stephen Lynch & Co., Ltd.
TEHEREN.....Stephen Lynch & Co., Ltd.
TEL-AVIV.....J. V. Delbourgo & Son, P. O. B. 2033
TIENTSIN.....American Foreign Insurance Association
TRIPOLI (SYRIA).....J. V. Delbourgo & Son
TUTICORIN.....The Madura Co., Ltd.
YOKOHAMA.....Dodwell & Company

SOUTH AMERICA, MEXICO, CENTRAL AMERICA & WEST INDIES

ACAJUTLA.....F. A. Gutierrez, Sonsonate
ANTOFAGASTA (Surveys only).....E. Barnett, Casilla 360
BAHIA BLANCA.....G. H. Richards, San Martin 88
BAHIA.....Cory Bros. & Co. Ltd., P. O. Box 88
BUENOS AYRES.....W. Ledebour, Wijnhaven 105
Soc. Resp. Ltd., Avenida R. Saenz, Pena 567
BOGOTA.....Maritime Insurance Co., Ltd., Apartado 2550
CALLAO (Surveys only).....H. M. Beausire & Co.
CARTAGENA.....H. L. Tyrer, Calle del Cancel
CARACAS.....The British Trading Company, Apartado 1031, Caracas
CEARA.....Casa Salgado, S.A., P.O. Box No. 1
CONCEPCION (Surveys only).....Gibbs & Co., Casilla 34c
COQUIMBO (Surveys only).....J. J. MacAuliffe, Casilla 6D
CORINTO.....C. L. Hincheel, Ltd.
DEMERARA.....Booker Bros., McConnell & Co., Ltd., Georgetown
ETEN (Surveys only).....J. M. Araujo
GUATEMALA.....G. W. Franklin, Lloyd's Agent
GUAYAQUIL.....Soc. Comercial Anglo Ecuatoriana Ltdn., P.O. Box 410
HAVANA.....Dussaq & Toral, S.A., Lonja Bldg. 524/627
IQUIQUE (Surveys only).....Gibbs, Williamson, Ltda., 344 Calle San Martin
LA GUAIRA.....The British Trading Company, Apartado 1031, Caracas
MAICAO (Surveys only).....H. M. Beausire & Co.
MANZANILLO (Surveys only).....Wm. J. Donnelly
MONTEVIDEO (Surveys only).....Edward M. Cooper, Calle Piedras, 357
PANAMA.....D. L. Humber, P.O. Box 11, Panama City
PERNAMBUCO.....John Alfred Thom, P.O. Box 46
PORTO ALEGRE.....Wilson Sons & Co., Ltd., Praca Senador Florencio
RIO DE JANEIRO.....W. S. Cunningham & E. R. Zander
P.O. Box 648, Av. Rio Branco, 111-1° Andar Sala 105
ROSARIO.....Brandt's Agency & Finance Co., Ltd.
SAN JOSE DE COSTA RICA.....Lyon Hines & Cia Sucs., Sociedad Anonima
SAN PAULO.....A. P. Ferguson
SANTOS.....P.O. Box 914, Rua Alvares Penteado, 29-2° Andar
ST. THOMAS, W. I.....E. Johnson & Co., The West Indies Trading Co.
TALCAHUANO (Surveys only).....Edward Hyatt Avenida Blanco
Encalada 549, Casilla 198
TOCOPILLA (Surveys only).....Charles Wesley Nicholls, Casilla 68
VALPARAISO.....Hanna & Co., P.O. Box 1910
VERA CRUZ.....J. H. Drake, Morelos 7, Apartado 116

AFRICA

ALEXANDRIA.....Rodocanachi & Co., P.O. Box 64,
ALGIERS.....5, Rue de L'Eglise Debaix
BEIRA.....D. Yeman, 6, Boulevard Baudin
BLOEMFONTEIN.....Manica Trading Co., Ltd., P.O. Box 14
.....Parry, Leon & Hayhoe, Ltd.,
P. O. Box 704, Barclays Bank Bldg.
CAPE TOWN.....105 St. Andrew St., Bloemfontein
CASABLANCA.....Thomson, Watson & Co., Atlas Bld., 52 St. George's St.
DAKAR.....Louis Bouchet, 6, Rue Colbert
DURBAN AND PORT NATAL.....Cie Du Niger Francais, 5, Rue Decamet
.....J. T. Rennie & Sons,
394, Smith Street
EAST LONDON.....Parry, Leon & Hayhoe, Ltd.,
P.O. Box 2, Marine Chambers, 31, Cambridge Street
JOHANNESBURG.....Parry, Leon & Hayhoe, Ltd., P.O. Box 1101,
20 Rissik Street
KHARTOUM.....Gellatly, Hankey & Co. (Sudan), Ltd., P.O. Box 17
LAMUDINI.....Smith Mackenzie & Co., P.O. Box 120
LOURENÇO MARQUES.....Smith Mackenzie & Co., P.O. Box 120
MAURITIUS.....Parry, Leon & Hayhoe, Ltd., Box 790
MOMBASA.....Ireland, Fraser & Co., P.O. Box 58
PORT ELIZABETH.....Smith, Mackenzie & Co., P.O. Box 120
.....Parry, Leon & Hayhoe, Ltd.,
P.O. Box 185, 5, Jetty Street
PORT SUDAN.....Gellatly, Hankey & Co. (Sudan), Ltd., P.O. Box 17
SUAKIM.....Gellatly, Hankey & Co. (Sudan), Ltd., P.O. Box 17
TAMATAVE.....Ebab, Roilo & De Chazal, E. O. Box 39
TENERIFFE.....John Hamilton & Co., Apartado 102
ZANZIBAR.....Smith, Mackenzie & Co., P.O. Box 92
WEST COAST.....Elder Dempster Lines, Ltd., Colonial Bldg., Liverpool.
NIGERIA (Lagos, Kano, Warri, Port Harcourt, Enugu, Jos).....Holt & Co.
COAST (Accra, Keta, Takoradi).....GOLD
DAHOMEY (Cotonou).....CAMEROONS (Duala, Victoria, Kribi).
FERNANAO PO. (Sta. Isabel).....GABOON (Libreville, Port
Gentil), SPANISH GUINEA (Bata).

AUSTRALIA AND TASMANIA

SYDNEY.....Alliance Assurance Co., Ltd., 97, Pitt Street
MELBOURNE.....Alliance Assurance Co., Ltd., 360 Collins Street
ADELAIDE.....Alliance Assurance Co., Ltd., 70, Grenfell Street
BRISBANE.....Alliance Assurance Co., Ltd., 70, Grenfell Street
PERTH.....Alliance Assurance Co., Ltd., 96, St. George's Terrace
HOBART.....Alliance Assurance Co., Ltd., 131, Macquarie Street
LAUNCESTON.....Alliance Assurance Co., Ltd., c/o C. H. Smith & Co.,
Resident Inspector, Pty., Ltd.

NEW ZEALAND

WELLINGTON.....Alliance Assurance Co., Ltd., 23/25, Grey Street
AUCKLAND.....Alliance Assurance Co., Ltd., 5, O'Connell Street
DUNEDIN.....Alliance Assurance Co., Ltd., Bond Street
CHRISTCHURCH.....Alliance Assurance Co., Ltd., Hereford Street
TIMARU.....Alliance Assurance Co., Ltd., Stafford Street
INVERCARGILL.....Alliance Assurance Co., Ltd., Don St.
NAPIER.....Alliance Assurance Co., Ltd.,
Hawkes Bay Farmers' Co-op. Assn., Ltd.
NEW PLYMOUTH.....Alliance Assurance Co., Ltd., Duff & Wynyard
WANGANUI.....Alliance Assurance Co., Ltd.,
Freeman R. Jackson & Co., Ltd.

C. I. H.
OCT 21 1941

DUPLICATE SENT

Transpacific Air Mail

October 14, 1941.

Banque de L'Indochine,
Saigon, French Indo-China.

Dear Sirs:-

We beg to advise forwarding, consigned to your goodselves, per the S.S. "PRESIDENT GRANT", scheduled to sail from New York October 16th, for transshipment at Manila, fifty (50) cases, Nos. 51/100, containing:

	Identification Letter B				Alphabet Letter and Number
Case No. 51	- 100,000	Notes,	1	Piastre, Nos.	05000001-05100000 - A201 - W204
52	- 100,000	"	1	" "	05100001-05200000 - A205 - W208
53	- 100,000	"	1	" "	05200001-05300000 - A209 - W212
54	- 100,000	"	1	" "	05300001-05400000 - A213 - W216
55	- 100,000	"	1	" "	05400001-05500000 - A217 - W220
56	- 100,000	"	1	" "	05500001-05600000 - A221 - W224
57	- 100,000	"	1	" "	05600001-05700000 - A225 - W228
58	- 100,000	"	1	" "	05700001-05800000 - A229 - W232
59	- 100,000	"	1	" "	05800001-05900000 - A233 - W236
60	- 100,000	"	1	" "	05900001-06000000 - A237 - W240
61	- 100,000	"	1	" "	06000001-06100000 - A241 - W244
62	- 100,000	"	1	" "	06100001-06200000 - A245 - W248
63	- 100,000	"	1	" "	06200001-06300000 - A249 - W252
64	- 100,000	"	1	" "	06300001-06400000 - A253 - W256
65	- 100,000	"	1	" "	06400001-06500000 - A257 - W260
66	- 100,000	"	1	" "	06500001-06600000 - A261 - W264
67	- 100,000	"	1	" "	06600001-06700000 - A265 - W268
68	- 100,000	"	1	" "	06700001-06800000 - A269 - W272
69	- 100,000	"	1	" "	06800001-06900000 - A273 - W276
70	- 100,000	"	1	" "	06900001-07000000 - A277 - W280
71	- 100,000	"	1	" "	07000001-07100000 - A281 - W284
72	- 100,000	"	1	" "	07100001-07200000 - A285 - W288
73	- 100,000	"	1	" "	07200001-07300000 - A289 - W292
74	- 100,000	"	1	" "	07300001-07400000 - A293 - W296
75	- 100,000	"	1	" "	07400001-07500000 - A297 - W300
76	- 100,000	"	1	" "	07500001-07600000 - A301 - W304
77	- 100,000	"	1	" "	07600001-07700000 - A305 - W308
78	- 100,000	"	1	" "	07700001-07800000 - A309 - W312
79	- 100,000	"	1	" "	07800001-07900000 - A313 - W316
80	- 100,000	"	1	" "	07900001-08000000 - A317 - W320

Banque de L'Indochine. October 14, 1941.

Case No.81 -	100,000	Notes,	1	Piastre,	Nos. 08000001-08100000 - A321-W324
82 -	100,000	"	1	"	" 08100001-08200000 - A325 - W328
83 -	100,000	"	1	"	" 08200001-08300000 - A329 - W332
84 -	100,000	"	1	"	" 08300001-08400000 - A333 - W336
85 -	100,000	"	1	"	" 08400001-08500000 - A337 - W340
86 -	100,000	"	1	"	" 08500001-08600000 - A341 - W344
87 -	100,000	"	1	"	" 08600001-08700000 - A345 - W348
88 -	100,000	"	1	"	" 08700001-08800000 - A349 - W352
89 -	100,000	"	1	"	" 08800001-08900000 - A353 - W356
90 -	100,000	"	1	"	" 08900001-09000000 - A357 - W360
91 -	100,000	"	1	"	" 09000001-09100000 - A361- W364
92 -	100,000	"	1	"	" 09100001-09200000 - A365 - W368
93 -	100,000	"	1	"	" 09200001-09300000 - A369 - W372
94 -	100,000	"	1	"	" 09300001-09400000 - A373 - W376
95 -	100,000	"	1	"	" 09400001-09500000 - A377 - W380
96 -	100,000	"	1	"	" 09500001-09600000 - A381 - W384
97 -	100,000	"	1	"	" 09600001-09700000 - A385 - W388
98 -	100,000	"	1	"	" 09700001-09800000 - A389 - W392
99 -	100,000	"	1	"	" 09800001-09900000 - A393 - W396
100 -	100,000	"	1	"	" 09900001-10000000 - A397 - W400

partial shipment of your order of April 21, 1941.

The shipping documents will be delivered to the French American Banking Corporation, attached to our draft against the irrevocable credit opened in our favor with the above; however, for your information we enclose a copy of our shipping invoice and a copy of our bill in the amount of - - - $25,192.53 U.S.Cy., covering the preparation and forwarding of the above notes which we trust will reach you promptly and in good order.

Yours very truly,

Asst. Manager Foreign Department.

JJG:grl
Encls.

AMERICAN BANK NOTE COMPANY 1795-1879

PLATES ENGRAVED ONLY ON CONDITION THAT THEY REMAIN IN THE CUSTODY OF THIS COMPANY.

American Bank Note Company,

70 BROAD STREET,

New York, OCTOBER 17, 1941.

95545

5th COPY

C. P. R. OCT 21 1941

BANQUE DE L'INDOCHINE,

SAIGON,

FRENCH INDO-CHINA.

Dr.

OUR ORDER	YOUR ORDER	DATE OF FINAL SHIPMENT	TERMS:
F11057 SSBFE	CONTRACT APRIL 21, 1941		NET, F.O.B.,N.Y.

IDENTIFICATION LETTER A

5,000,000 - NOTES - 1 PIASTRE			
ALPHABET LETTERS & NUMBER			
A TO W	201 TO 400		
NOS. 05,000,001 TO 10,000,000			$46,250.00
LESS PROPORTIONATE AMOUNT OF ADVANCE PAYMENT OF APRIL 28, 1941			$3,125.00
			$23,125.00
FREIGHT		$1850.00	
CONSULAR FEES & BLANKS		1.20	
INSURANCE		216.33	2,067.53
			$25,192.53
			U.S.DOLLARS

PER S/S "PRESIDENT GRANT"
CASES NOS. 51/100

American Bank Note Company,

70 BROAD STREET,

New York, October 14, 1941.

PLATES ENGRAVED ONLY ON CONDITION THAT THEY REMAIN IN THE CUSTODY OF THIS COMPANY.

F.R. OCT 21 1941

SHIPPING INVOICE

Banque de L'Indochine,
Saigon,
French Indo-China

Dr.

OUR ORDER	YOUR ORDER	DATE OF SHIPMENT	TERMS:
F11007	April 21, 1941		NET. F.O.B.N.Y.

Fifty (50) Cases, Nos. 51/100, containing:

5,000,000 Notes, 1 Piastre, Nos. 05000001-10000000

Identification letter "B"
Alphabet Letters - A to W
Numbers - - - - - 201-400

$46,250.00 U.S.Dollars.

Certified Correct
AMERICAN BANK NOTE COMPANY

Secretary-Comptroller.

Hongkong

DUPLICATE SENT

BANQUE DE L'INDOCHINE

Transpacific Air Mail

I.C.B.A. OCT 21 1941

October 14, 1941.

Enclosed please find a copy of our letter of even date to the above, advising partial shipment of order of April 21, 1941.

Asst. Manager Foreign Department.

JJG:grl
Encls.

C. P. H.
OCT 21 1941

October 14, 1941.

American Express Company,
65 Broadway,
New York, N.Y.

Attn. Mr. W. T. McDermott
Special Traffic Agent
BANQUE DE L'INDOCHINE

Dear Sirs:-

We beg to advise delivering today to your office at 55 Van Dam Street, fifty (50) cases printed matter for shipment per the S.S. "President Grant", scheduled to sail from New York on October 16th, to Manila, P.I., at which port the cases are to be transshipped to Saigon, French Indo-China.

These cases are marked:

Banque de L'Indochine,
Saigon
Via Manila
Nos. 51/100

Measurements: 25" x 23" x 15" each
Total gross lbs. 10,793
Total value: $46,250.00

Kindly issue your through bill of lading consigned to the order of Banque de l'Indochine, Saigon and notify the same.

Mr. J. L. Morin has requested us to confirm his recent instructions to you regarding the transshipment of the cases now en route to Manila on the S.S. "President Van Buren" and to advise that the same procedure is to be followed on the present shipment.

Shipper's export declaration covering the above cases has already been delivered to you.

As usual, we wish to prepay all charges through to Saigon.

Yours very truly,

Asst. Manager Foreign Department.

JJG:grl

C.P.R.
OCT 21 1941

October 15, 1941.

American Express Co.,
65 Broadway,
New York, N.Y.

Attn. Mr. W. T. McDermott
Special Traffic Agent
BANQUE DE L'INDOCHINE

Dear Sirs:-

We enclose herewith American Express receipt covering fifty (50) cases, shipped to Saigon, as per our letter of yesterday's date.

Yours very truly,

Asst. Manager Foreign Department.

JJG:grl
1 encl.

161

AMERICAN EXPRESS COMPANY

File

FOREIGN FREIGHT CONTRACTORS

CUSTOMS BROKERS
MARINE INSURANCE

TRAVELERS CHEQUES, TRAVEL SERVICE
HERE AND EVERYWHERE

C. F. R.
OCT 21 1941

GENERAL FOREIGN AGENTS NEW YORK CENTRAL SYSTEM.
FOREIGN TRAFFIC DEPARTMENT
65 BROADWAY,
NEW YORK

M. M. NOON
VICE PRESIDENT

CABLE ADDRESS:
TRAFAMEX
TELEPHONE
WHITEHALL 4-2000

PLEASE REFER TO FILE

October 16, 1941.

American Bank Note Co.,
70 Broad Street,
New York, N.Y.

Attention Mr. G.W.T. Combs,
Asst. Mgr., Foreign Dept.

Gentlemen:-

50 cases marked Banque de L'Indochine, Saigon via Manila, Nos. 51/100, consigned to Order of Banque de L' Indochine, Saigon, Notify Same at Saigon, French Indo-China, per s/s PRESENT GRANT, from New York, October 16, 1941.

This will acknowledge your letters of the 14th and 15th instant, giving us instructions in connection with the above shipment.

In lieu of our original shipping receipt which you returned with yours of the 15th, we enclose a set of our bills of lading bearing No. 5921, being three signed and three non-negotiable copies, and also our invoice in triplicate for the charges for which we shall be pleased to have your early remittance.

Yours very truly,

W. T. MC DERMOTT,
Special Traffic Agent.

McD/AG

Printed in U. S. A.

AMERICAN EXPRESS AFFILIATED FOREIGN OFFICES

AMSTERDAM
ANTWERP
ATHENS
BASLE
BERLIN
BOMBAY
BRUSSELS
CAIRO
CALCUTTA
CANNES
COLOMBO
COPENHAGEN
DUBLIN
EDINBURGH
FLORENCE
GENEVA
GENOA
GLASGOW
HAMBURG
HAVANA
HAVRE
HONG KONG
LIVERPOOL

AMERICAN EXPRESS COMPANY

FOREIGN TRAFFIC DEPARTMENT

FOREIGN FREIGHT CONTRACTORS

Cable Address: TRAFAMEX
65 BROADWAY
NEW YORK

CUSTOMS BROKERS
MARINE INSURANCE

GENERAL FOREIGN AGENTS—NEW YORK CENTRAL SYSTEM

OCT 21 1941

8-5-40

AMERICAN EXPRESS AFFILIATED FOREIGN OFFICES

LONDON
LUCERNE
LUGANO
MANILA
MARSEILLES
MEXICO CITY
MILAN
MONTREAL
NAPLES
NICE
PARIS
PEIPING
PIRAEUS
ROME
ROTTERDAM
SHANGHAI
SINGAPORE
THE HAGUE
TIENTSIN
TORONTO
VENICE
YOKOHAMA
ZURICH

Oct. 16th 19 41

M American Bank Note Co.

70 Broad Street

New York, N.Y.

B/L 5921

TO AMERICAN EXPRESS COMPANY, DR.

Lot No. 32152

E. B. No.

RATES QUOTED ON IMPORT AND EXPORT SHIPMENTS BY EXPRESS OR FREIGHT. MARINE AND INLAND INSURANCE ON GOODS IN TRANSIT EFFECTED AT CURRENT RATES. CUSTOM HOUSE CLEARANCES ATTENDED TO BY A STAFF OF EXPERIENCED EMPLOYES. SPECIAL COMMISSIONS EXECUTED. COLLECTIONS MADE.

THE AMOUNT OF THIS BILL IN WHOLE OR IN PART REPRESENTS CASH DISBURSEMENTS BY THIS COMPANY, TEMPORARY CREDIT IS GRANTED ONLY FOR YOUR CONVENIENCE AND TO PREVENT DELAY TO GOODS IN TRANSIT. WE RESPECTFULLY REQUEST IMMEDIATE PAYMENT.

AMERICAN EXPRESS COMPANY

To charges on 50 cases marked Banque de L' Indochine, Saigon, Nos. 51/100, said to contain printed matter, value $46,250., gross weight 10793#, total measurement 250/-, consigned to ORDER Banque de L'Indochine, Saigon, notify Same at Saigon, per s/s PRES. GRANT, from New York, Oct. 16, 1941.			
Transportation and the charge of the Company for arranging same from shipping terminal New York City to f.o.b. steamer at Saigon, with trans-shipment at Manila, P.I., at through rate of 4% ad valorem ---	$1850	00	

NOTE
The above charges refer to American Express Co. B/L 5921, and are subject to all the terms and conditions of such B/L.

A charge for insurance on this bill indicates, that subject to acceptance by Insurance Company Marine Insurance, subject to conditions indicated above, will be placed for your account by the American Express Company.

(957 5-39)
(PRINTED IN U.S.A.)

BILL OF LADING

AMERICAN EXPRESS

SHIPPING AGENTS

TO AND FROM ALL PARTS OF THE COMMERCIAL WORLD

OFFICES OF AMERICAN EXPRESS COMPANY, THE AMERICAN EXPRESS CO., INC.
AND AFFILIATED COMPANIES

(Subject to change without notice)

UNITED STATES AND CANADA
AMERICAN EXPRESS COMPANY

NEW YORK, BOSTON, CHICAGO, ST. LOUIS, SAN FRANCISCO, SEATTLE, TORONTO, MONTREAL, PHILADELPHIA, BALTIMORE, BUFFALO, DETROIT, CLEVELAND, CINCINNATI, PITTSBURGH, MILWAUKEE, DENVER, MIAMI, MINNEAPOLIS, NEWARK, PORTLAND, ORE., LOS ANGELES, KANSAS CITY, SALT LAKE CITY, NEW ORLEANS, ATLANTA, DALLAS, WASHINGTON, D. C., WORCESTER, MASS.

EUROPE
THE AMERICAN EXPRESS CO., INC.

LONDON, LIVERPOOL, SOUTHAMPTON, DUBLIN, GLASGOW, EDINBURGH, ANTWERP, BRUSSELS, ROTTERDAM, AMSTERDAM, THE HAGUE, VIENNA, BUDAPEST, INTERLAKEN, PARIS, HAVRE, MARSEILLES, NICE, CANNES, MONTE CARLO, LUCERNE, BASLE, ZURICH, GENEVA, LUGANO, ATHENS, PIRAEUS

EUROPE
AMERICAN EXPRESS CO., S. A. I.

GENOA, ROME, MILAN, NAPLES, FLORENCE, VENICE

AMERICAN EXPRESS CO., M. B. H.

HAMBURG, BERLIN, MUNICH

AMERICAN EXPRESS CO., A/S

COPENHAGAN

AMERICAN EXPRESS (HELLAS)—TRAVEL & SHIPPING, A. E.

ATHENS

ASIA
THE AMERICAN EXPRESS CO., INC.

MANILA, HONG KONG, SHANGHAI, PEIPING, TIENTSIN, BOMBAY, CALCUTTA, COLOMBO, YOKOHAMA, SINGAPORE

AFRICA & ASIA MINOR
THE AMERICAN EXPRESS CO., INC.

CAIRO, JERUSALEM

CUBA

HAVANA

(B/L No. 5921 Booking No. _____)

RECEIVED from American Bank Note Co. (hereinafter referred to as the shipper)

New York, bill of lading or receipt of railroad company, steamship company or other carrier and/or other documents said to control the following described property, for the purposes hereinafter set forth and subject to the terms and provisions written, printed or stamped on the face and back hereof, said property being in apparent good order and condition except as noted, the weight contents and condition of contents of packages being unknown to the Company, (as defined in Paragraph 13 on the back hereof) to be forwarded via port of New York and thence by ss PRES. GRANT (special stowage) Oct. 16, 1941 (scheduled to sail (or sailed)) or by the next or other available steamer or line to the port of Manila, thence transhipping str. to Saigon or so near thereto as the steamer may safely go, with liberty to call at any port or ports in or out of the customary route, arrangements to be made by the Company for delivery of said property as hereinafter provided:

CONSIGNEE ORDER Banque de L'Indochine

DESTINATION Saigon, French Indo-China

NOTIFY Banque de L'Indochine

AT Saigon, French Indo-China

(When the form of consignment is "to order" the full name and address of party to be notified of arrival of goods at foreign port should be entered)

IN BOND TO _____

Apply for delivery to Chartered Bank of India, Australia & China, Ltd., Saigon, French Indo-China

If instructions to notify are entered above, the duty to notify shall be solely upon the Railroad Company or other "Carrier" performing the final carriage to destination and not upon the Company.

NON-NEGOTIABLE

MARKS AND NUMBERS (as declared by shipper)	DESCRIPTION (as declared by shipper)	SUBJECT TO CORRECTION WEIGHT (as declared by shipper)	SUBJECT TO CORRECTION CUBIC MEASUREMENT
Banque de L'Indochine Saigon Via Manila Nos. 51/100	FIFTY (50) Cases said to contain PRINTED MATTER Value declared by shipper $46,250., (Fortysix thousand two hundred and fifty dollars) The Company not to be liable for loss by violence of any sort, nor for robbery or holdup, nor for confiscation, loss or enforced detention by any Government, whether in law or in fact, or by any person or persons.	10,793#	250/-

IT IS UNDERSTOOD AND AGREED THAT NO LIABILITY ATTACHES TO THE CARRIERS OR AMERICAN EXPRESS COMPANY FOR DELAYS RESULTING FROM INTERRUPT. ION OF STEAMSHIP OR FOREIGN RAILROAD SERVICES OR ADDITIONAL CHARGES RESULTING THEREFROM.

THE COMPANY (as defined in paragraph 13 on the back hereof) agrees, subject to the terms and conditions on the face and back of this document, to act as shipping agent for the Shipper, and as such to make arrangements for the transportation of the property above described by service of railroad, ship, lighter or any Carrier or medium of transportation (herein referred to as the "Carrier" or "Carriers") to be designated by the shipper or in default of such designation to be selected by the Company for and on behalf of the shipper, owner, consignee or holder of this document. Such arrangements may be in accordance with and subject to the rules, regulations, customs, statutes or other law governing or limiting the liability of the "Carriers", and subject to the terms and conditions of said "Carriers" several receipts and bills of lading including any special clauses stamped, printed or written thereon or of contracts which may be issued by or entered into with the "Carriers", and with respect to transportation by railroad or other "Carrier" within the United States and/or Canada subject to the classifications and tariffs on file with the Interstate Commerce Commission and/or the Canadian Railway Commission and the rules and regulations of said bodies respectively; and the Company is authorized by the shipper to accept from "Carriers" bills of lading, receipts, or contracts in which no value is declared or containing clauses limiting the liability of the "Carriers." The Company may receive bills of lading or receipts for, or arrange for the transportation of, the property above described, either in the name of the shipper or in the name of the Company, and such bills of lading, receipts, and/or arrangements may cover other property belonging to other parties. The Company may also at its option enclose the property above described in a case with other packages. The shipper agrees to waive any prior inspection of bills of lading or receipts issued by any "Carrier" and hereby ratifies and confirms the terms and conditions of any arrangement or transportation or bill of lading or receipt now or hereafter entered into or received by the Company in connection herewith.

If the word "order" is written herein immediately before or after the name of the party to whom the property is consigned, the surrender of this document properly endorsed shall be required before the delivery of the property at destination. The Company is hereby authorized by the shipper, owner, consignee and holder of this document to effect delivery of said property to any person presenting this document duly endorsed and the effecting of such delivery to any person presenting this document duly endorsed shall be a full performance of the duty of the Company hereunder. If any other than the aforesaid form of consignment is used herein, the said property may at the option of the Company be delivered without requiring the production or surrender of this document.

TRANSPORTATION AND CHARGE OF THE COMPANY FOR ARRANGING SAME:

FROM New York TO f.o.b. steamer at Saigon with transshipment at Manila. Prepaid (COLLECT PREPAID)

Such goods at and/or from Saigon and all arrangements with respect to them to be solely at shipper's risk.

INSURANCE AND SERVICE CHARGES _____ (COLLECT PREPAID)

MARINE INSURANCE SEE * BELOW. NO INSURANCE DESIRED BY SHIPPERS FOR THEIR ACCOUNT.

AMOUNT _____

CONDITIONS OF INSURANCE: SUBJECT TO DETENTION, FIRE INSURANCE AND/OR STORAGE CHARGES AT PORT OF EXIT AS PROVIDED IN OFFICIAL EXPRESS CLASSIFICATION AND TARIFFS OR OTHERWISE

Transportation charges do not include charges for duties, customs or revenue items, service for customs clearance, port or terminal charges or expenses, or cartage to consignees local address. The shipper, consignee and/or owner of the goods or the holder of this document shall pay the charges of the aforesaid "carriers," the expenses of customs entry, taxes and other charges incidental to transportation, including any and all charges or expenses for storage, wharfage, labour, cartage, lighterage, hoisting, handling or transshipment, or resulting from any interruption of service, or delay, and charges for special services.

*The Company shall be under no obligation to arrange for any insurance on the property above described on behalf of the shipper, owner, consignee or holder of this document, unless the shipper at time of shipment expressly so instructs in writing and the amount of insurance to be arranged is noted on face hereof. Such insurance is to be arranged with one or more Insurance Companies or other Underwriters to be selected by the Company on behalf of shipper, owner, consignee or holder of this document, and such insurance will be governed by the certificate or policy issued, and will only be effective when the risk has been accepted by such Insurance Companies or other Underwriters. Any charge made for valuation is an additional charge relating to transportation and not to insurance.

The Company does not represent that this is a "shipped" or "on board" bill of lading or that the property above described is on board any steamship or other vessel at the time of issuance hereof.

In accepting this document the shipper, owner and consignee of said property and the holder of this document agree to be bound by all its terms and provisions whether written, printed or stamped hereon and whether on the face or back hereof as fully as if they were all signed by such shipper, owner, consignee or holder.

IN WITNESS WHEREOF the undersigned company hath affirmed to Three (3) bills of lading all of this tenor and date one of which being accomplished, the others to stand null and void.

AMERICAN EXPRESS COMPANY

Dated at New York, N.Y. Oct. 16th 1941

By _____

NON-NEGOTIABLE

ENDORSEMENTS

1. It is agreed that the Company is the shipping agent of the Shipper, with respect to the property described on the face of this document, and does not act as a carrier, and that the Company shall not be liable in any manner as a carrier, and shall have performed its whole duty with respect to said property when it makes arrangements for same to be delivered to a "carrier" for transportation and receives therefor a bill of lading or receipt, or makes arrangement for transportation to a port of entry or customary railway station for the destination set forth herein. In the event that the Company shall not receive from the "carrier" a through bill of lading or receipt to such port of entry or railway station, the Company agrees, subject to the terms and conditions on the face and back of this document, as agent for the shipper, to make such arrangements as may be practicable at the port or ports of transshipment for the transfer, transshipment and/or forwarding, of said property to a port of entry or customary railway station for the destination designated herein. Upon making such arrangements at said port or ports of transshipment, the Company shall be deemed to have performed its whole duty with respect to such property.

Should there be any interruption in service via designated or customary routes of "carriers", the Company may without notice to the shipper cause the property to be forwarded via other routes or "carriers".

The terms of this document shall not be set aside or otherwise affected by any unlawful deviation of a "Carrier", and in case of such deviation claim shall lie only against the "Carrier" and not against the Company.

2. The Company shall in no event be liable or responsible for any loss of or damage or delay to said property caused by the acts, negligence or default of any "carrier" or "carriers" or of any officer or employee thereof, or occurring while the property above described is in the custody of any "carrier".

The Company assumes no obligation for delivery of the property within any specified time and shall not be liable for any delay, or loss or expense resulting therefrom or due to any act, neglect or default of any carrier, or to the failure of any carrier to furnish proper or adequate service, or to congestion, or to the inability of the Company to obtain transportation facilities.

It is agreed that any claim or demand for loss, damage or delay shall lie only against the "carrier" having actual custody of the property en route, and that the Company shall not be liable or responsible for any claim or demand hereunder from any cause whatsoever unless in each case the damages alleged to have been suffered be proven to have been caused by the negligence of the Company or of its officers or employees.

3. The Company shall in no event be liable for any loss, damage or delay to said property or to any part thereof occasioned by Act of God; by perils, dangers or accidents of the sea or other navigable waters, or of navigation or transportation of whatsoever nature or kind; or by any act, neglect or default of the master, mariner, pilot or servants of the "Carrier" in the navigation or in the management of the ship; by fire or explosion from any cause whatsoever occurring; by theft or pilferage by any person whatsoever; by arrest or restraint of governments, princes, rulers or peoples, or those purporting to exercise governmental or other authority; by legal process or seizure thereunder or stoppage in transit; by fumigation or other acts or requirements of quarantine or sanitary authorities or by quarantine restrictions; by epidemics, pestilence, riots, civil commotions or rebellions; by act of war or by any of the dangers incident to a state of war, or by acts of any person or group of persons purporting to wage war, or to act as a belligerent; by act of public enemies; by strikes or lockouts, or stoppage or restraint of labor, or labor troubles, whether of carrier's employees or others; by unseaworthiness of any vessel, lighter or other craft whatsoever although existing at time of shipment on board thereof or at the beginning of the voyage and whether due to latent defect or otherwise; by water, heating or effects of climate, frost, decay, smell, taint, rust, sweat, dampness, mildew, spotting, rain or spray, inherent vice, vermin, breakage, drainage, leakage; wastage in bulk or weight or any other loss or damage arising from inherent defect, quality, or vice of the goods; improper or insufficient packing; inaccuracies or obliterations, errors, insufficiency, inadequacy or absence of marks, numbers, address or description of goods; nor for breakage of any fragile articles or damage to any materials consisting of or contained in glass; any act of the ship in saving or attempting to save life or property at sea; any act or omission of the shipper or owner of the goods; nor shall this Company be held liable or responsible for any damage to or resulting from dangerous, corrosive, explosive or inflammable goods, even if the true nature has been declared to the Company; nor for neglect, damage, accident to or escape or mortality of any animals or birds received by the Company hereunder, from any cause whatsoever. Nothing contained in this paragraph or in this document, however, shall be deemed to release, limit or otherwise prejudice any claim which either the Company or the shipper, consignee or owner of the said property may have against any "carrier" by reason of any loss, damage or delay to said property.

4. The Company shall in no event be or become liable for any loss or damage to or in connection with said goods in an amount exceeding $500. per package, lawful money of the United States, or in case of goods not shipped in packages, the customary freight unit, or the equivalent of that sum in other currency, unless the nature and value of such goods have been declared by the shipper before shipment and stated herein and a transportation charge for valuation and the charge of the Company for arranging same paid or agreed to be paid.

5. No suit to recover for any claim or demand hereunder shall in any event be maintainable against the Company unless brought within one year after the delivery of the aforesaid property to the consignee or within one year after the date when the aforesaid property should have been so delivered. In so far as any claim hereunder shall not be subject to the "Carriage of Goods by Sea Act" of the United States, the Company shall in no event be liable for any act, omission or default hereunder unless a claim therefore in writing shall be presented to it at point of shipment within six (6) months after date of shipment, in a statement to which this document and sworn proof of claim shall be attached. No agent or employee of the Company shall have authority to alter or waive any of the requirements of this paragraph.

6. It is further agreed that since the Company and the "carriers" which will transport and handle this shipment, will have no control over the shipment while in custody of government officials, a full and complete delivery will be deemed to have been made when the shipment shall have been delivered to custom house, government, or other authorities when so required by the law or custom regulations in force in country of destination; also if destination be an interior point, shipment may be stopped in transit at foreign ports, frontiers or depositories and held at owner's risk pending examination, assessment and payment of duties, customs fees and other charges, all of which shall be a lien on the property. While holding in warehouses wherever situated or to whomsoever belonging, or during any interruption or detention in transit or at ports of transshipment or at destination, shipment will be at owner's risk and expense, and any expenses or charges accruing for storage, duties, taxes, customs or other items, shall be payable to the Company on demand, by the shipper, owner, consignee or holder of this document. The shipper agrees to furnish such papers or documents as may be necessary to enable the Company to forward the said property to destination.

If the Company is to collect from the consignee, before delivery of the property above described, any sum of money, whether on behalf of the shipper or on behalf of the Company or otherwise, the Company may allow the property above described to remain in the custody of the customs officials or others and/or detain same at port of first arrival or interior (at the option of the Company) whether in warehouse, depot or elsewhere, until such sum of money is received from the original or substituted consignee or owner.

7. In the event that any charges or monies are to be collected from the consignee whether on behalf of the shipper, of the Company or otherwise and the same are not paid, or in event that the consignee cannot be found or refuses to receive the shipment, or if for any other reason the shipment is not delivered, the Company reserves the right to permit or cause the disposal thereof in accordance with the laws, rules or practices of the country of destination (or other country if detained at port of arrival or frontier), or if the shipment is not consigned to order, to deliver it on the instructions of the shipper to a person other than the consignee named herein, or to order it to be returned at shipper's expense, subject to the conditions of this document. The Company may however, permit or cause the shipment to be sold in accordance with the laws, rules or practices of the country of destination (or other country if detained at port of arrival or frontier), in order to satisfy any charges and expenses thereon, and in the event that the available proceeds of the sale fail to cover such charges, or in the event of disposal as aforesaid, the Company shall be entitled to recover from the shipper, owner, consignee or holder of this document any balance remaining due, or in the event of confiscation, destruction, or perishing of the shipment, or loss or damage thereto, the shipper, owner, consignee or holder of this document will pay all accrued charges of whatsoever nature.

8. The Company will not in any event be liable for any shipment of platina, gold, gold dust, silver, bullion, or other precious metals, coins, jewelry, bills of any bank or public body, diamonds or other precious stones or any gold or silver in a manufactured or unmanufactured state, watches, clocks or time-pieces of any description, trinkets, orders, notes or securities for payment of money, coupons, stamps, maps, writings, title-deeds, printings, engravings, pictures, gold or silver plate or plated articles, glass, china, silks in a manufactured or unmanufactured state, furs, lace, field and other glasses, or other valuables, unless at the time of delivering to the Company such shipment or the documents covering the same, a written notice of the true character and value thereof be given to the Company notation thereof be made on this document, and a transportation charge for valuation and the charge of the Company for arranging same, be paid or agreed to be paid. The inclusion by the shipper of the afore-mentioned or other valuables in packages with other merchandise is prohibited.

9. Any fines, penalties, expenses, loss or damage which the Company or any "carrier" transporting or handling this property may incur or suffer on account of insufficiency of packing or packages, incorrect or insufficient marking of packages or description of contents, or the dangerous nature of such contents, or the non-conformity with customs, quarantine or other laws, regulations or requirements or from undervaluation or misdescription of the property by shipper, owner or consignee, or from erroneous invoices, or from any other cause, shall be paid on demand by the shipper, owner, consignee or holder of this document, and a lien may be enforced upon the goods for the payment thereof.

Any person who shall omit to fully declare the nature of any explosive, inflammable or otherwise dangerous matter, and to plainly mark the nature of the contents on the outside of the package, will render himself liable for any damage or penalties arising from such goods, whether such shipper shall be aware of the nature of such goods or not and whether such shipper shall be principal or agent only.

10. The shipper, owner, consignee or holder of this document agrees to accept from the Company a bill of lading, delivery order or other document entitling the holder thereof to receive delivery of the said property from the "carrier" in whose possession said property may be at destination; and the delivery of such bill of lading, delivery order or other document to the shipper, owner, consignee or holder of this document shall be a full performance of the Company's obligation hereunder to make arrangements for the delivery and/or to effect delivery of said property.

11. In the event of this document being issued at an interior point in the United States or Canada in exchange for railroad, express or other carrier's bill of lading or receipt the company shall be under no obligation to take any action whatsoever hereunder with reference to said property until the same has reached the destination specified in the said bill of lading or receipt of said railroad, express company or other carrier, and said Carrier there tenders delivery of said property to the Company.

12. In all cases where the shipment involves importation into or exportation from the United States of America, any claim, demand or question arising out of this shipment and document shall be determined according to the law of the State of New York, including, so far as applicable, any statute or other law of the United States of America.

13. "THE COMPANY", as the term is used both on the face and on the back of this document, shall be deemed to refer either to (1) the company issuing this document, whether it be the American Express Company, The American Express Co., Inc., or one of the companies affiliated therewith as listed on the face hereof; or (2) any one of said companies receiving the above described property and documents controlling the same, for the purpose of participating in carrying out the obligations of this document; in such latter event, upon receipt of such property and documents from the company issuing this instrument, the obligation of the said issuing company for performance of any further acts under this document shall cease, and thereafter such obligations, together with the benefit of any relevant provisions of this document, shall be that of the company so receiving the property and documents.

14. In so far as the United States Carriage of Goods by Sea Act shall apply to the obligations of the Company under this document, this document shall have effect subject to the provisions of said Act.

NOTICE: In view of the fact that many of the bills of lading, receipts, etc., in use by the "carriers" contain provisions requiring extremely short notice of claim for loss or damage to goods, consignees are warned for their own protection to give immediate notice of claim in writing in case of loss or damage to this shipment to the last "carrier" from which such consignees take delivery. If loss or damage is discovered or suspected before removal of the property from wharf, warehouse, railroad station or other medium of delivery by the "carrier", notice of claim in writing should be given to said "carrier" by consignee before removal of the goods.

Articles of a fragile or breakable nature should be carefully packed and securely boxed; when the goods are susceptible to damage by the elements, dampness or mildew or otherwise, they should be packed in metal or other properly lined cases, or if of a character to invite theft or pilferage, the cases should be securely strapped, corded and sealed. Before offering shipments of an explosive, inflammable or dangerous nature, shippers should specially inquire of the Company to ascertain whether arrangements for transportation can be made and conditions thereof. (See also paragraph 9 above.)

CERTIFICAT D'ORIGINE ET FACTURE CONSULAIRE

Certificate of Origin and Consular Invoice

French Large Form No. 12—Printed and Sold by Unz & Co., 24 Beaver Street, New York U 96083

file

Nous, soussignés American Bank Note Company, New York, N. Y. *déclarons que les marchandises*
The undersigned, (Name and Address of Owner, Agent, Shipper, etc.) declare that the

ci-après désignées, embarquées sur le S.S. "President Grant" *à la date du* October 16, 1941.
following mentioned goods shipped on the on (date)

consignées à M Banque de L'Indochine, Saigon, French Indo-China. *sont originaires*
consigned to (Name and Address of Consignee) are of United States of

des Etats-Unis de l'Amérique du Nord et vendues par des maisons établies dans les Etats-Unis de l'Amérique du Nord et
North America origin and sold by firms established in the United States of North America and

que la vente a été effectivement conclue dans le pays d'origine. Nous certifions en outre sincère et véritable la présente facture.
that the sale was effectively concluded in the country of origin. We moreover certify that the present invoice is true and correct.

MARQUES ET NUMEROS Marks and Numbers	NOMBRE DE PAQUETS ou COLIS ou CAISSES Number of Packages Boxes or Cases	POIDS Weight		DESCRIPTION	VALEUR Value
		BRUT Gross	NET		
Banque de L'Indochine, Saigon. via Manila. #51/100	Fifty (50) cases	4,898 kilos	4,000 kilos	5,000,000 Bank Notes	$46,250.00
				TOTAL..	$46,250.00

Prété serment devant moi, ce 17th *jour* October, 1941.
Sworn to before me this day of

Fait à New York *le* October 17, 1941.
Dated at on the (date)

American Bank Note Company

(Signature)

Secretary-Comptroller.

C.E.F.
OCT 21 1941

By hand

October 17, 1941.

Mr. R. Soliva,
c/o French American Banking Corporation,
31 Nassau Street,
New York, N.Y.

BANQUE DE L'INDOCHINE

Dear Mr. Soliva:

For your information we enclose herewith a copy of our letter of the 14th instant to the Banque de L'Indochine at Saigon advising partial shipment of our contract of April 21, 1941.

Yours very truly,

Asst. Manager Foreign Department.

JJG:grl
1 encl.

October 17, 1941. Tele

OCT 17 1941

Draw draft - At sight

To order of - French American Banking Corporation,
31 Nassau Street,
New York, N.Y.

Against - Banque de L'Indochine,
Saigon,
French Indo-China.

Amount - #25,192.53 U.S. Dollars.

Credit No. C-3328 dated May 8, 1941.

782

C. I. F.
NOV 14 1941

DUPLICATE SENT

Rec'd 3/25/42

Transpacific Air Mail

November 3rd, 1941.

Banque de L'Indochine,
Saigon, French Indo-China.

Dear Sirs:-

We beg to advise forwarding, consigned to your goodselves, per the S.S. "PRESIDENT GARFIELD", scheduled to sail from New York November 10th, for transshipment at Manila, fifty (50) cases, Nos. 101/150, containing:

	Identification Letter C				Alphabet Letter and Number
Case No.	101 - 100,000	Notes,	1 Piastre,	Nos.	10000001-10100000 - A401 - W404
	102 - 100,000	"	1 "	"	10100001-10200000 - A405 - W408
	103 - 100,000	"	1 "	"	10200001-10300000 - A409 - W412
	104 - 100,000	"	1 "	"	10300001-10400000 - A413 - W416
	105 - 100,000	"	1 "	"	10400001-10500000 - A417 - W420
	106 - 100,000	"	1 "	"	10500001-10600000 - A421 - W424
	107 - 100,000	"	1 "	"	10600001-10700000 - A425 - W428
	108 - 100,000	"	1 "	"	10700001-10800000 - A429 - W432
	109 - 100,000	"	1 "	"	10800001-10900000 - A433 - W436
	110 - 100,000	"	1 "	"	10900001-11000000 - A437-W440
	111 - 100,000	"	1 "	"	11000001-11100000 - A441 - W444
	112 - 100,000	"	1 "	"	11100001-11200000 - A445 - W448
	113 - 100,000	"	1 "	"	11200001-11300000 - A449 - W452
	114 - 100,000	"	1 "	"	11300001-11400000 - A453 - W456
	115 - 100,000	"	1 "	"	11400001-11500000 - A457 - W460
	116 - 100,000	"	1 "	"	11500001-11600000 - A461 - W464
	117 - 100,000	"	1 "	"	11600001-11700000 - A465 - W468
	118 - 100,000	"	1 "	"	11700001-11800000 - A469 - W472
	119 - 100,000	"	1 "	"	11800001-11900000 - A473 - W476
	120 - 100,000	"	1 "	"	11900001-12000000 - A477 - W480
	121 - 100,000	"	1 "	"	12000001-12100000 - A481 - W484
	122 - 100,000	"	1 "	"	12100001-12200000 - A485 - W488
	123 - 100,000	"	1 "	"	12200001-12300000 - A489 - W492
	124 - 100,000	"	1 "	"	12300001-12400000 - A493 - W496
	125 - 100,000	"	1 "	"	12400001-12500000 - A497 - W500

Banque de L'Indochine. November 3rd, 1941.

Case No.126 -	100,000	Notes,	1	Piastre,	Nos.	12500001-12600000 - A501 - W504
127 -	100,000	"	1	"	"	12600001-12700000 - A505 - W508
128 -	100,000	"	1	"	"	12700001-12800000 - A509 - W512
129 -	100,000	"	1	"	"	12800001-12900000 - A513 - W516
130 -	100,000	"	1	"	"	12900001-13000000 - A517 - W520
131 -	100,000	"	1	"	"	13000001-13100000 - A521 - W524
132 -	100,000	"	1	"	"	13100001-13200000 - A525 - W528
133 -	100,000	"	1	"	"	13200001-13300000 - A529 - W532
134 -	100,000	"	1	"	"	13300001-13400000 - A533 - W536
135 -	100,000	"	1	"	"	13400001-13500000 - A537 - W540
136 -	100,000	"	1	"	"	13500001-13600000 - A541 - W544
137 -	100,000	"	1	"	"	13600001-13700000 - A545 - W548
138 -	100,000	"	1	"	"	13700001-13800000 - A549 - W552
139 -	100,000	"	1	"	"	13800001-13900000 - A553 - W556
140 -	100,000	"	1	"	"	13900001-14000000 - A557 - W560
141 -	100,000	"	1	"	"	14000001-14100000 - A561 - W564
142 -	100,000	"	1	"	"	14100001-14200000 - A565 - W568
143 -	100,000	"	1	"	"	14200001-14300000 - A569 - W572
144 -	100,000	"	1	"	"	14300001-14400000 - A573 - W576
145 -	100,000	"	1	"	"	14400001-14500000 - A577 - W580
146 -	100,000	"	1	"	"	14500001-14600000 - A581 - W584
147 -	100,000	"	1	"	"	14600001-14700000 - A585 - W588
148 -	100,000	"	1	"	"	14700001-14800000 - A589 - W592
149 -	100,000	"	1	"	"	14800001-14900000 - A593 - W596
150 -	100,000	"	1	"	"	14900001-15000000 - A597 - W600

partial shipment of your order of April 21, 1941.

The shipping documents will be delivered to the French American Banking Corporation, attached to our draft against the irrevocable credit opened in our favor with the above; however, for your information we enclose a copy of our shipping invoice and a copy of our bill in the amount of $25,192.53 U.S.Cy. covering the preparation and forwarding of the above notes which we trust will reach you promptly and in good order.

Yours very truly,

Asst. Manager Foreign Department.

JJG:grl
Encls.

96039

American Bank Note Company.

70 BROAD STREET,

New York, NOVEMBER 3, 1941.

PLATES ENGRAVED ONLY ON CONDITION THAT THEY REMAIN IN THE CUSTODY OF THIS COMPANY.

C. E. R. NOV 12 1941

5th COPY

BANQUE DE L'INDOCHINE,

SAIGON,

FRENCH INDO-CHINA.

Dr.

OUR ORDER	YOUR ORDER	DATE OF FINAL SHIPMENT	TERMS:
F11007 SSUFE	CONTRACT APRIL 21, 1941		NET. F.O.B.,N.Y.

IDENTIFICATION LETTER E

5,000,000 - NOTES - 1 PIASTRE		
ALPHABET LETTERS & NUMBERS		
A TO W 401 TO 600		
NOS. 10,000,001 TO 15,000,000		$46,250.00
LESS PROPORTIONATE AMOUNT OF ADVANCE PAYMENT OF APRIL 28, 1941		23,125.00
		$23,125.00
FREIGHT	$1850.00	
CONSULAR FEES & BLANKS	1.20	
INSURANCE	216.33	2,067.53
		$25,192.53

PER S/S "PRESIDENT GARFIELD"
CASES NOS. 101/150

U.S.DOLLARS

American Bank Note Company,

70 BROAD STREET,

New York, November 3rd, 1941.

PLATES ENGRAVED ONLY ON CONDITION THAT THEY REMAIN IN THE CUSTODY OF THIS COMPANY.

NOV 14 1941

SHIPPING INVOICE

Banque de L'Indochine,
Saigon,
French Indo-China.

Dr.

OUR ORDER	YOUR ORDER	DATE OF SHIPMENT	TERMS: NET, F.O.B. N.Y.
F11007	April 21, 1941		

Fifty (50) Cases, Nos. 101/150 - containing:

5,000,000 Notes, 1 Piastre, Nos. 10000001-15000000

Identification Letter "C"
Alphabet Letters - A to W
Numbers - - - - 401-600

$46,250.00 U.S.Dollars

Certified Correct
AMERICAN BANK NOTE COMPANY

Secretary-Comptroller.

MAXWELL BO

C. P. R.
NOV 14 1941

November 3rd, 1941.

American Express Company,
65 Broadway,
New York, N.Y.

Attn. Mr. W. T. McDermott
Special Traffic Agent

Dear Sirs:-

We beg to advise delivering today to your office at 55 Van Dam Street fifty (50) cases printed matter for shipment per the S.S. "President Garfield", scheduled to sail from New York on November 10th, to Manila, P.I., at which port the cases are to be transshipped to Saigon, French Indo-China.

These Cases are marked:

50 Cases — Banque de L'Indochine,
Saigon
Via Manila
Nos. 101/150

Measurements: 25" x 23" x 15" each
Total gross lbs. 10,803
Total value: $46,250.--

Kindly issue your through bill of lading consigned to the order of Banque de L'Indochine, Saigon and notify the same.

As on previous shipments to the above, kindly advise your Manila office to apply to the Bank before making the transshipment at Manila in order that they may receive proper instructions in connection with shipping past that point.

Shipper's export declaration covering the above cases has already been delivered to you.

As usual, we wish to prepay all charges through to Saigon.

Yours very truly,

MAXWELL BOL

Asst. Manager Foreign Department.

JJG:grl

Hongkong

DUPLICATE SENT

BANQUE DE L'INDOCHINE

Transpacific Air Mail

C. R. E. NOV 11 1941

November 3rd, 1941.

Enclosed please find a copy of our letter of even date to the above, advising partial shipment of order of April 21, 1941.

Asst. Manager Foreign Department.

JJG:grl
Encls.

Form 5460

BROKERS COPY

CARGO

POLICY OF INSURANCE

$ 50,900.

No. P 49803 F

FEDERAL INSURANCE COMPANY

INCORPORATED UNDER THE LAWS OF NEW JERSEY

C. R. R. NOV 14 1941

CHUBB & SON, Managers

No. 1 NEWARK AVENUE
JERSEY CITY, N. J.

AND

No. 90 JOHN STREET
NEW YORK, N. Y.

In consideration of a premium as agreed
Does insure American Bank Note Company
to the amount of Fifty thousand nine hundred *** *Dollars,*
on Fifty (50) cases Printed matter
valued at sum insured *shipped on board of the* Amer.Exp. Co.per s/s "President Garfield"
(lost or not lost) at and from New York, N.Y. to Saigon, French Indo-China with transhipment at Manila, P. I.
and it is hereby understood and agreed, that in the case of loss, such loss is payable to the order of
American Bank Note Company *on surrender of this Policy.*

Beginning the adventure upon the said goods and merchandise from and immediately following the loading thereof on board the said vessel, at port of shipment as aforesaid, and so shall continue and endure until the said goods and merchandise shall be safely landed at destination as aforesaid. AND it shall and may be lawful for the said vessel, in her voyage, to proceed and sail to, touch and stay at any ports or places, if thereunto obliged by stress of weather or other unavoidable accident, without prejudice to this insurance.

Touching the adventures and perils which the said ASSURERS are contented to bear, and take upon themselves, in this voyage they are of the seas, men-of-war, fires, enemies, pirates, rovers, assailing thieves, jettisons, letters of mart and countermart, reprisals, takings at sea,

Pol. # P 49803 F

CARGO CLAUSES

1. This insurance attaches from the time the goods leave the Warehouse and/or Store at the place named in the policy for the commencement of the transit and continues during the ordinary course of transit, including customary transhipment if any, until the goods are discharged overside from the overseas vessel at the final port. Thereafter the insurance continues whilst the goods are in transit and/or awaiting transit until delivered to final warehouse at the destination named in the policy or until the expiry of 15 days (or 30 days if the destination to which the goods are insured is outside the limits of the port) whichever shall first occur. The time limits referred to above to be reckoned from midnight of the day on which the discharge overside of the goods hereby insured from the overseas vessel is completed. Held covered at a premium to be arranged in the event of transhipment, if any other than as above and/or in the event of delay in excess of the above time limits arising from circumstances beyond the control of the Assured.

2. Including risk of craft to and from the vessel, each lighter, craft or conveyance to be considered as if separately insured, also to cover any special or supplementary lighterage, at additional premium if required. The assured is not to be prejudiced by any agreement exempting lightermen from liability.

3. Held covered, in case of any delay, omission or error in the amount or in the description of the interest, vessel or voyage or if the subject matter of the insurance be shipped by another vessel, provided prompt notice be given when known by the assured and an additional premium paid if required.

4. Provided prompt notice be given the Assurers when such facts are known to the Assured and additional premium be paid if required, it is understood and agreed that in case of short shipment in whole or in part by the vessel reported for insurance hereunder, or if the goods be transhipped by another vessel or vessels, or be carried beyond or discharged short of destination, or in the event of deviation, or change of voyage, or any interruption or other variation of the voyage or risk beyond the control of the Assured, this insurance shall nevertheless cover the goods until arrival at the final destination named in the policy or certificate of insurance or until the subject matter insured is no longer at the risk of the Assured, whichever may first occur. No additional risks (whether of delay or of any other description) are insured under this clause, which is intended merely to continue the insurance in force against the same risks named elsewhere in the policy or certificate and if the risks of War, Strikes, Riots or Civil Commotions, or any of these risks, are insured against, the insurance against such risks shall not be extended by this clause to cover contrary to any express provision of such insurance.

5. Notwithstanding any average warranty contained herein, these insurers agree to pay landing, warehousing, forwarding or other expenses and/or particular charges should same be incurred, as well as any partial loss arising from transhipment. Also to pay the insured value of any package, piece or unit totally lost in loading, transhipment and/or discharge.

6. General Average, Salvage, and Special Charges, as per foreign custom, payable according to foreign statement, and/or per York-Antwerp Rules 1890 or 1924 and/or in accordance with the contract of affreightment, if and as required.

7. The assured are not to be prejudiced by the presence of the negligence clause and/or latent defect clause in the bills-of-lading and/or charter party. The seaworthiness of the vessel and/or craft as between the assured and assurers is hereby admitted, and the assurers agree that in the event unseaworthiness or a wrongful act or misconduct of shipowner, charterer, their agents or servants shall, directly or indirectly, cause loss or damage to the cargo insured, by sinking, stranding, fire, explosions, contact with seawater, or by any other cause of the nature of any of the risks assumed in the policy, the assurers will (subject to the terms of average and other conditions of the policy) pay to an innocent assured the resulting loss. With leave to sail with or without pilots and to tow and assist vessels or craft in all situations, and to be towed.

8. Should the policy issued by the assurers contain any clause or clauses relieving the assurers from liability by reason of other insurance or the conditions of the bills of lading, the assurers guarantee the collection in full of the amount of the loss which would have been recoverable under this policy in the absence of such clauses, and hereby agree to advance this amount as a loan, pending such collection, to the assured or to the holder of the certificate of insurance.

   The assurers further agree to pay all costs and expenses incurred by the assured in connection with the collection of such loss from other parties.

9. This insurance is also specially to cover any loss of or damage to the interest insured hereunder, through the bursting of boilers, breakage of shafts or through any latent defect in the machinery, hull or appurtenances, or from faults or errors in the navigation and/or management of the vessel by the Master, Mariners, Mates, Engineers or Pilots; provided, however, that this clause shall not be construed as covering loss arising out of delay, deterioration or loss of market, unless otherwise provided elsewhere herein.

10. Including while on docks, wharves or elsewhere on shore and/or during land transportation, risks of collision, derailment, fire, lightning, sprinkler leakage, cyclone, hurricanes, earthquakes, floods, the rising of navigable waters, or any accident to the conveyance and/or collapse and/or subsidence of docks and/or structures, and to pay loss or damage caused thereby, even though the insurance be otherwise F. P. A.

11. The risks covered by this policy are to include loss, damage or expense resulting from explosion, howsoever and wheresoever occurring, irrespective of percentage, whether the insurance be F. P. A. or otherwise, but excluding the risks excepted by the F. C. & S. and Strikes, Riots clauses.

12. On shipments of machinery, consisting when complete for sale or use of several parts, the liability of this Company is limited to the insured value of the part or parts lost or damaged, or, at assured's option, the cost and expense of replacing or duplicating the lost or damaged part or parts, and/or the repairing of the machine.

13. These assurers also agree that any action or proceeding against them for the recovery of any claim under or by virtue of this insurance shall not be barred if commenced within the time prescribed therefor in the Statutes of the State of New York.

14. Where goods are shipped under a bill of lading containing the so-called "Both to Blame Collision" Clause these assurers agree, as to all losses covered by this insurance, to indemnify the assured for any amount (up to the amount insured) which the assured may be legally bound to pay to the shipowners under such clause. In the event that such liability is asserted the assured agree to notify the assurers who shall have the right, at their own cost and expense, to defend the assured against such claim.

15. Warranted free from capture, seizure, arrest, restraint, detainment, confiscation, preemption, requisition or nationalization, and the consequences thereof, or of any attempt thereat, whether in time of peace or war and whether lawful or otherwise; also warranted free from all consequences of hostilities or warlike operations (whether there be a declaration of war or not), piracy, civil war, revolution, rebellion or insurrection, or civil strife arising therefrom.

16. Warranted free of loss or damage caused by or resulting from strikes, lockouts, labor disturbances, riots, civil commotions or the acts of any person or persons taking part in any such occurrence or disorder.

NOTE:-It is necessary for the Assured to give prompt notice to Underwriters when he becomes aware of an event for which he is "held covered" under this policy and the right to such cover is dependent on compliance with this obligation.

2475C—6M-7-41

In Witness Whereof, the Federal Insurance Company, has caused this Policy to be signed by its President, at Jersey City, N. J., but it shall not be valid unless countersigned by a duly authorized representative of the Company.

Countersigned this 5th *day of* November, 19 41

Hendon Chubb *President*

Authorized Representative

Printed in U.S.A. (MK) Johnson & Higgins

41141

Form 5460

BROKERS COPY

CARGO

POLICY OF INSURANCE

$ 50,900.

No. P 49803 F

FEDERAL INSURANCE COMPANY

INCORPORATED UNDER THE LAWS OF NEW JERSEY

C.P.S. NOV 13 1941

CHUBB & SON, Managers

No. 1 NEWARK AVENUE
JERSEY CITY, N. J.

AND

No. 90 JOHN STREET
NEW YORK, N. Y.

In consideration of a premium as agreed
Does insure American Bank Note Company
to the amount of Fifty thousand nine hundred *** *Dollars,*
on Fifty (50) cases Printed matter
valued at sum insured *shipped on board of the* Amer.Exp. Co.per S/S "President Garfield"
(lost or not lost) at and from New York, N.Y. to Saigon, French Indo-China with transhipment at Manila, P. I.
and it is hereby understood and agreed, that in the case of loss, such loss is payable to the order of American Bank Note Company *on surrender of this Policy.*

Warranted by the assured that vessels to be loaded with grain from the Ports of New York, Boston, Philadelphia, Baltimore or San Francisco for Foreign Ports, are to be loaded under the inspection of the Surveyor of the Board of Underwriters or of a Surveyor appointed by the Assurers, and his certificate as to their proper loading and seaworthiness obtained, or the insurance under this policy to be void.

Warranted free from capture, seizure, arrest, restraint, detainment, confiscation, preemption, requisition or nationalization, and the consequences thereof or of any attempt thereat, whether in time of peace or war and whether lawful or otherwise; also warranted free from all consequences of hostilities or warlike operations (whether there be a declaration of war or not), piracy, civil war, revolution, rebellion or insurrection, or civil strife arising therefrom.

Warranted free of loss or damage caused by or resulting from strikes, lockouts, labor disturbances, riots, civil commotions or the acts of any person or persons taking part in any such occurrence or disorder.

Beginning the adventure upon the said goods and merchandise from and immediately following the loading thereof on board the said vessel, at port of shipment as aforesaid, and so shall continue and endure until the said goods and merchandise shall be safely landed at destination as aforesaid. AND it shall and may be lawful for the said vessel, in her voyage, to proceed and sail to, touch and stay at any ports or places, if thereunto obliged by stress of weather or other unavoidable accident, without prejudice to this insurance.

Touching the adventures and perils which the said ASSURERS are contented to bear, and take upon themselves, in this voyage they are of the seas, men-of-war, fires, enemies, pirates, rovers, assailing thieves, jettisons, letters of mart and countermart, reprisals, takings at sea, arrests, restraints and detainments of all kings, princes or people, of what nation, condition or quality soever, barratry of the Master and Mariners, and all other perils, losses and misfortunes, that have or shall come to the hurt, detriment or damage of the said goods and merchandises or any part thereof. AND in case of any loss or misfortune it shall be lawful and necessary to and for the assured, his or their factors, servants and assigns, to sue, labor and travel for, in and about the defense, safeguard and recovery of the said goods and merchandises, or any part thereof, without prejudice to this insurance; nor shall the acts of the insured or insurers in recovering, saving and preserving the property insured, in case of disaster, be considered a waiver, or an acceptance of an abandonment: to the charges whereof, the said ASSURERS will contribute according to the rate and quantity of the sum herein insured.

And in case of loss, such loss to be paid in thirty days after proof of loss, and proof of interest in the property hereby insured (the amount of the premium, if unpaid, being first deducted) but no partial loss or particular average shall in any case be paid, unless amounting to five per cent. PROVIDED ALWAYS and it is hereby further agreed, that if the said assured shall have made any other assurance upon the premises aforesaid, prior in day of date to this policy, then the said ASSURERS shall be answerable only for so much as the amount of such prior assurance may be deficient towards fully covering the premises hereby assured; and the said ASSURERS shall return the premium upon so much of the sum by them assured as they shall be, by such prior assurance, exonerated from. AND in case the assured shall have made any insurance (other than fire) upon the said premises, subsequent in day of date to this policy, the said ASSURERS shall nevertheless be answerable for the full extent of the sum by them subscribed hereto, without right to claim contribution from such subsequent assurers, and shall accordingly be entitled to retain the premium by them received, in the same manner as if no such subsequent assurance had been made. And in case the assured shall have made any insurance (other than fire) upon the premises aforesaid, of date, the same day as this policy, it shall be deemed simultaneous herewith; and the said ASSURERS shall not be liable for more than a ratable contribution in the proportion of the sum by them insured to the aggregate of such simultaneous insurance. IT IS ALSO AGREED that the property be warranted by the assured free from any charge, damage or loss, which may arise in consequence of a seizure or detention, for or on account of any illicit or prohibited trade or any trade in articles contraband of war. AND WARRANTED by the assured free from any liability for merchandise in the possession of any carrier or other bailee, who may be liable for any loss or damage thereto and for merchandise shipped under a Bill of Lading containing a stipulation that the carrier may have the benefit of any insurance thereon; and that any insurance granted herein, shall not cover where any carrier or other bailee has insurance (whether prior or subsequent in date to this policy) which would attach if this policy had not been issued; and that any insurance against fire granted herein shall not cover where the assured has fire insurance (whether prior or subsequent in date to this policy) which would attach if this policy had not been issued.

WARRANTED not to abandon in case of capture, seizure or detention, until after condemnation of the property insured; nor until ninety days after notice of said condemnation is given to the ASSURERS. Also warranted not to abandon in case of blockade, and free from any expense in consequence of capture, seizure, detention or blockade, but in the event of blockade, to be at liberty to proceed to an open port and there end the voyage.

Memorandum. It is also agreed, that bar, bundle, rod, hoop and sheet iron, wire of all kinds, tin plates, steel madder, sumac, wickerware and willow (manufactured or otherwise), salt, grain of all kinds, tobacco, Indian meal, fruits (whether preserved or otherwise), cheese, dry fish, hay, vegetables and roots, rags, hempen yarn, bags, cotton bagging, and other articles used for bags and bagging, pleasure carriages, household furniture, skins and hides, musical instruments, looking glasses, and all other articles that are perishable in their own nature, are warranted by the assured free from average, unless general; hemp, tobacco, stems, matting and cassia, except in boxes, free from average, under twenty per cent, unless general; and sugar, flax, linseed and bread, are warranted by the assured free from average under seven per cent, unless general; and coffee in bags or bulk, pepper in bags or bulk, and rice, free from average under ten per cent, unless general.

WARRANTED by the insured, free from damage or injury from dampness, change of flavor or being spotted, discolored, musty or mouldy, except caused by actual contact of sea water with the articles damaged, occasioned by sea perils. In case of partial loss by sea damage to dry goods, cutlery or other hardware, and on shipments from ports and places East of the Cape of Good Hope, on gunny cloth, gunny bags, or hides, the loss shall be ascertained by a separation and sale of the portion only of the contents of the packages so damaged, and not otherwise; and the same practice shall obtain as to all other merchandise, so far as practicable. Not liable for leakage on molasses or other liquids, nor for breakage, unless occasioned by stranding or collision with another vessel. And it is also agreed that in case of loss or damage to any part of a machine, consisting, when complete for sale or use, of several parts, the insurers shall only be liable for the insured value of the part lost or damaged.

If the voyage aforesaid shall have been begun and shall have terminated before the date of this Policy, then there shall be no return of premium on account of such termination of the voyage.

No cargo on deck is insured hereunder unless reported and accepted as an "on deck" risk. When cargo is insured on deck the Company not to be liable for loss by wet, breakage, leakage or exposure. No risk on shore is covered by this Policy unless expressly assumed herein in writing. If this Policy shall be extended to cover risks of inland transportation and/or risks on shore and/or on land, then in such cases it is understood that such inland transportation is covered by railroad or truck only (unless otherwise stated hereon) and that while on railroad cars this insurance covers only loss or damage arising from fire, collision or derailment, and while on truck against loss or damage arising from fire, collision and overturning of the vehicle, and while on dock, wharf, pier, quay or elsewhere on shore against the risks of fire or flood (meaning rising navigable waters).

In case of loss or damage please follow instructions on the reverse side of this policy.

It is hereby agreed, that any loss or claim under this Policy, shall be paid at the office of the Company in New York, or at the offices of the Agents of the Company, Exchange Buildings, Liverpool, or at the Agency of the Company at port or place of destination, or, if the Company is not represented at port or place of destination, at the nearest Agency amongst those specified in the list on back hereof.

Claims to be adjusted according to the usages of Lloyds, but subject to the conditions of the Policy and Contract of Insurance.

Notice.—To conform with the Revenue Laws of Great Britain, in order to collect a claim under this Policy, it must be stamped within ten days after its receipt in the United Kingdom.

SPECIAL CONDITIONS

All clauses below take precedence over the above if in conflict therewith

ON DECK:—Merchandise and/or goods shipped on deck which must be so specified on this certificate are insured:—Free of particular average unless caused by the vessel being stranded, sunk, burnt, on fire, or in collision, but including jettison and/or washing overboard, irrespective of percentage.

In case of loss or injury to any part of a machine consisting, when complete for sale or use, of several parts, these assurers, if liable therefor under the terms of this policy, shall only be liable for the insured value of the part lost or damaged.

In case of damage affecting labels, capsules or wrappers, these assurers, if liable therefor under the terms of this policy, shall be liable only for an amount sufficient to pay the cost of new labels, capsules or wrappers, and the cost of reconditioning the goods.

The risks covered by this policy are to include damage to or destruction of the goods hereby insured, resulting from explosion, howsoever or wheresoever occuring, provided same is shown not to have been caused by or attributable to any of the risks excluded by the terms of the "Free of Capture and Seizure" and the "Riots and Civil Commotions" Clauses in this Policy.

Notwithstanding any average warranty contained herein, these assurers agree to pay any landing, warehousing, forwarding, or other expenses and/or particular charges for which this policy in the absence of such warranty would be liable. Also to pay the insured value of any package, piece, or unit totally lost in loading, transhipping or discharge.

Where this policy by its terms covers while on docks, wharves, or elsewhere on shore and/or during land transportation, such coverage shall include the risks of collision, derailment, or overturning of the conveyance, fire, cyclones, hurricanes, earthquakes, floods (meaning the rising of navigable waters), and/or collapse or subsidence of docks, and to pay loss or damage caused thereby, even though the insurance be otherwise F. P. A.

Including General Average and Salvage Charges according to United States Law and usage and/or as per Foreign Statement and/or as per York-Antwerp Rules (as prescribed in whole or in part) if in accordance with the Contract of Affreightment.

This insurance attaches from the time the goods leave the Warehouse and/or Store at the place named in the certificate or special policy for the commencement of the transit and continues during the ordinary course of transit, including customary transhipment if any, until the goods are discharged overside from the overseas vessel at the final port. Thereafter the insurance continues whilst the goods are in transit and/or awaiting transit until delivered to final warehouse at the destination named in the certificate or special policy or until the expiry of 15 days (or 30 days if the destination to which the goods are insured is outside the limits of the port) whichever shall first occur. The time limits referred to above to be reckoned from midnight of the day on which the discharge overside of the goods hereby insured from the overseas vessel is completed. Held covered at a premium to be arranged in the event of transhipment, if any, other than as above and/or in the event of delay in excess of the above time limits arising from circumstances beyond the control of the Assured.

NOTE:—It is necessary for the Assured to give prompt notice to Underwriters when he becomes aware of an event for which he is "held covered" under this certificate or special policy and the right to such cover is dependent on compliance with this obligation.

This insurance shall not be vitiated by any unintentional error in description of voyage or interest, or by deviation, or by transhipment, or by any interruption of the ordinary course of transit from causes beyond the control of any Assured hereunder. Warranted, however, that prompt notice shall be given this Company of such error, deviation, transhipment, or interruption, and additional premium paid if required.

Held covered while on craft to and from the vessel. Each lighter or craft to be considered as if separately insured. The Assured not to be prejudiced by any agreement exempting lightermen from liability.

The Assured are not to be prejudiced by the presence of the negligence clause and/or latent defect clause in the Bills of Lading and/or Charter party. The seaworthiness of the vessel as between the Assured and the assurers is hereby admitted, and the wrongful act or misconduct of the shipowner or his servants causing a loss is not to defeat the recovery by an innocent assured if the loss in the absence of such wrongful act or misconduct would have been a loss recoverable under the policy.

Where the words "including Strike Risks" are typed in the space below at the time the Policy is issued, the S. R. & C. C. Clauses on the back of this Policy shall attach.

including strike risks

Where the words "including War Risk" are typed in the space below at the time the Policy is issued, the War Risk Clauses on the back of the Policy shall attach.

Marks and Numbers

Banque de
L'Indochine
F11007SS

Covering against all risks of loss or damage to the merchandise insured howsoever occurring irrespective of percentage but excluding those risks excepted by the F. C. & S. and strikes, riots and civil commotions clauses.

In Witness Whereof, the Federal Insurance Company, has caused this Policy to be signed by its President, at Jersey City, N. J., but it shall not be valid unless countersigned by a duly authorized representative of the Company.

Countersigned this 5th *day of* November, 19 41

Hendon Chubb *President*

Authorized Representative

Printed in U.S.A. (MK) Johnson & Higgins

41141

Pay to the order of: Banque de L'Indochine, Saigon, French Indo-China.
American Bank Note Company

Secretary-Comptroller.

When so provided by endorsement on this Special Policy (or Certificate) at the time the same is issued (but not otherwise) the shipment described herein shall be separately insured against strike and riot risks subject to the terms and conditions hereinafter set forth.

S. R. & C. C. CLAUSES (Form No. 5A)

This insurance also covers damage, theft, pilferage, breakage or destruction of the property insured directly caused by strikers, locked-out workmen, or persons taking part in labor disturbances or riots or civil commotions and destruction of or damage to the property directly caused by persons acting maliciously; but the foregoing shall not be construed to include or cover any loss, damage or expense caused by or resulting from (a) delay, deterioration or loss of market, or (b) hostilities, warlike operations, civil war, revolution, rebellion or insurrection, or civil strife arising therefrom.

While the property insured is at risk under the terms and conditions of this insurance **within the United States, its incorporated territories and its possessions in the Western Hemisphere, Canada and Newfoundland,** this insurance is extended to cover damage, theft, pilferage, breakage or destruction of the property insured directly caused by "Vandalism," "Sabotage" and "Malicious Mischief," and as so extended shall include such losses directly caused by acts committed by an agent of any government, party or faction engaged in war, hostilities or other warlike operations, provided such agent is acting secretly and not in connection with any operation of military or naval armed forces in the country where the described property is situated. Nothing in the foregoing shall be construed to include or cover any loss, damage or expense caused by or resulting from (a) delay, deterioration or loss of market; or (b) hostilities, warlike operations, civil war, revolution, rebellion or insurrection, or civil strife arising therefrom, excepting only the acts of certain agents expressly covered above.

When so provided by endorsement on this Special Policy (or Certificate) at the time the same is issued (but not otherwise) the shipment described herein shall be separately insured against war risks subject to the terms and conditions hereinafter set forth.

WAR RISK INSURANCE (Form No. 3-1 Amended April 14, 1941.)

1. This insurance is only against the risks of capture, seizure, destruction or damage by men of war, piracy, takings at sea, arrests, restraints and detainments and other warlike operations and acts of kings, princes and peoples in prosecution of hostilities or in the application of sanctions under international agreements, whether before or after declaration of war and whether by a belligerent or otherwise, including factions engaged in civil war, revolution, rebellion or insurrection, or civil strife arising therefrom, and including the risks of aerial bombardment, floating or stationary mines and stray or derelict torpedoes; but excluding claims for delay, deterioration and/or loss of market, and warranted not to abandon (on any ground other than physical damage to ship or cargo) until after condemnation of the property insured. Also warranted not to abandon in case of blockade, and free from any claims for loss or expense in consequence of blockade or of any attempt to evade blockade; but in the event of blockade, to be at liberty to proceed to an open port and there end the voyage.
2. Warranted free from any claim based upon loss of, or frustration of, the insured voyage or adventure caused by arrests, restraints or detainments.
3. This insurance does not cover any loss or damage caused by or resulting from any of the following causes:
   (a) Commandeering, preemption, requisition or nationalization by the government (de facto or otherwise) of the country to or from which the goods are insured.
   (b) Seizure or destruction under quarantine or customs regulations.
   (c) Capture, seizure, arrest, restraint, detainment or condemnation by the Government of the United States of America, or of any State therein.
4. This insurance shall not attach to the interest hereby insured or to any part thereof
   (a) prior to being on board an overseas Vessel (for the purpose of this clause 4 an overseas Vessel shall be deemed to mean a Vessel carrying the interest from one port or place to another where such voyage involves a sea passage by that Vessel),
   (b) after being discharged overside from an overseas Vessel at the final port of discharge,
   or
   after expiry of fifteen days counting from midnight of the day on which the overseas Vessel is safely anchored or moored at the final port of discharge, whichever shall first occur,
   (c) at a port or place of transhipment to another overseas Vessel after the expiry of fifteen days (counting from midnight of the day on which the overseas Vessel entering with the interest is safely anchored or moored) until the interest is on board the oncarrying overseas Vessel.
   In the event of the exercise of any liberty granted to the Shipowner or Charterer under the contract of affreightment whereby such contract is terminated at a port or place other than the destination named therein such port or place shall be deemed the final port of discharge for the purpose of this clause 4.
5. Subject to the terms of Clause 4 above and to any conditions or warranties which may be endorsed hereon, it is agreed that this insurance shall not be vitiated by deviation, overcarriage, change of voyage, or by any error or unintentional omission in the description of interest, Vessel or voyage, provided the same be communicated to this Company as soon as known to the Assured and an additional premium paid if required.
6. And in case of any loss or misfortune, it shall be lawful and necessary to and for the Assured, his or their factors, servants and assigns, to sue, labor and travel for, in and about the defense, safeguard and recovery of the said goods and merchandises, or any part thereof, without prejudice to this insurance; nor shall the acts of the Assured or Assurers, in recovering, saving and preserving the property insured, in case of disaster, be considered a waiver or an acceptance of an abandonment; and to the charges whereof, the said Assurers will contribute according to the rate and quantity of the sum hereby insured.
7. General Average and salvage charges (resulting from a peril hereby insured against) payable according to Foreign Statement or York-Antwerp Rules if in accordance with the contract of affreightment.
8. The Assured and payee hereunder, the description and valuation of the merchandise, the sum insured, the voyage and the ports of loading on and discharge from the overseas Vessel, shall be determined by reference to the insurance against marine risks as set forth in this Certificate or Special Policy and shall be deemed incorporated herein; and losses payable hereunder shall be adjusted and settled in the same manner as provided for in the said insurance against marine risks. It is agreed, however, that this war risk insurance is a separate contract which (excepting as expressly provided in this clause 8) is not subject to any of the other printed terms or conditions of this Certificate or Special Policy or to any clause or provision stamped or endorsed thereon unless the same refers specifically to war risk insurance.
9. Notwithstanding anything to the contrary contained herein, it is understood and agreed that all shipments which are shipped to or from or transshipped at any port or place outside of the United States, its incorporated territories and its possessions in the Western Hemisphere, are warranted free of claims arising from Capture, Seizure, Arrest, Restraint, Detainment, Requisition, Nationalization or Condemnation by or under the authority of the government of Great Britain, or any of its dominions, colonies, possessions or allies or by any forces acting in co-operation with or under the control of them or any of them; but unless the insured property is condemned this warranty shall not exclude losses otherwise covered by this policy which occur while the property insured is on board the overseas vessel and which are caused by gunfire, torpedoes, bombs, mines or other implements of war, or by stranding, sinking, burning or collision, provided such losses would not be covered by a marine insurance policy warranted free of claims arising from Capture, Seizure or Detention.
10. Notwithstanding anything to the contrary contained herein, it is understood and agreed that all shipments to and from Petsamo and all shipments to, from or via the Mediterranean are warranted free of claims arising from Capture, Seizure, Arrest, Restraint, Detainment, Requisition, Nationalization or Condemnation; but unless the insured property is condemned this Warranty shall not exclude losses otherwise covered by this Certificate or Special Policy which occur while the property insured is on board the overseas vessel and which are caused by gunfire, torpedoes, bombs, mines or other implements of War, or by stranding, sinking, burning or collision, provided such losses would not be covered by a marine insurance policy warranted free of claims arising from Capture, Seizure or Detention.
11. Shipments to or from ports or places in Germany, Italy or any of its possessions, France or any of its Mediterranean possessions or French Morocco, Danzig, Poland, Denmark, Norway, Holland or Belgium, and all shipments by German, Italian or French Flag vessels are excluded from any coverage whatsoever under this Certificate or Special Policy, but goods transshipped to a French Flag vessel are held covered provided information thereof be communicated to this Company as soon as known to the Assured and an additional premium paid if required.
12. Notwithstanding anything to the contrary contained in this Certificate or Policy or in any Endorsement thereon, it is understood and agreed that all shipments by Bulgarian, Danish, Hungarian and Roumanian flag vessels and all shipments to or from ports or places in Bulgaria or Roumania, are excluded from any coverage whatsoever under this Certificate or Policy.
13. Notwithstanding anything to the contrary contained in this Certificate or Policy or in any Endorsement thereon, it is understood and agreed:—
   (a) That no claim for freight, storage or other expense due to the requisition or commandeering of the title or use of any vessel by or with the consent of the country whose flag she flies shall be payable under this insurance; and if as a result of such requisition or commandeering, the insured cargo is discharged at a port or place other than the port or place of destination, the port or place of discharge shall be deemed a port or place of transhipment within the meaning of Clause 4 (c) of this Certificate or Policy.
   (b) That if any vessel shall be ordered into or detained in any port by the United States Government for the purpose of protecting the vessel and her cargo from the danger of enemy action, any resulting loss which would otherwise be covered by this insurance shall not be excluded by Clause 3(c) of this Certificate or Policy.
14. Unless otherwise agreed, the rate of premium payable in respect of each shipment insured under this Certificate or Policy shall be the current rate quoted by this Company on the date of sailing of the overseas vessel or on date of loss whichever may first occur.

Any loss or damage which may happen to the property insured under this policy shall be reported as soon as the goods are landed or the loss is known or expected, to the agent of the Insurers, located at the port of discharge or disaster (see list below). If there be no such agent at or near such port, such notice shall be given to an accredited representative of the Board of Underwriters of New York. *In case of loss or damage, produce this policy or said agent's or representative's inspection and request him to hold a survey and issue a certificate stating the cause and the extent of the loss or damage.* If there be no agent or the Insurers at the port or discharge or disaster, not a representative of the Board of Underwriters of New York, certificate of survey should be obtained from Lloyds agent at destination. After the foregoing formalities have been complied with, the complete documents (survey report, policy, invoice, bill of lading, letter to carrier and latter's reply) should be sent to the Insurer's agents (named below to enable them to decide as to the liability of the Insurers.

IMPORTANT NOTICE

When cargo is received from the carrier in a damaged condition, or in case of loss by theft, pilferage, non-delivery or negligence (if any this insurance) in order to save for yourselves or your underwriters, any rights which you may have against the carrier, it is necessary for you to file notice of claim in writing against the carrier before taking delivery of the goods. Claim in writing must be filed with the carrier as soon as the actual loss or damage is known and a reply thereto must accompany any claim presented under this insurance policy, in addition to the usual certificate of loss issued by the Underwriters Agent. Filing claim against the carrier will not affect your rights under your insurance policy.

AGENCIES OF THE FEDERAL INSURANCE COMPANY, WHERE CLAIMS MAY BE PRESENTED FOR PAYMENT

U. S. A. AND CANADA

BOSTON.....Chubb & Son, Managers, Head Office—90 John Street
NEW YORK.....Chubb & Son, Managers, Branch Office—1028 Hurt Bldg.
ATLANTA.....Chubb & Son, Mgrs., Branch Office—Insurance Exchange
CHICAGO.....Chubb & Son, Mgrs., Branch Office—1 Newark Ave.
JERSEY CITY.....Chubb & Son, Mgrs., Branch Office—Royal Bank Bldg.
MONTREAL.....Chubb & Son, Mgrs., Branch Office—1410 Lincoln Alliance Bank Building
ROCHESTER.....Boit, Dalton & Church, 89 Broad Street
SAN FRANCISCO.....Sayle-Day Company, 724 South Spring Street
SEATTLE.....Rothchild, Kane, King & Seeley, 114 Sansome Street
VANCOUVER CITY.....Bowden, Gassman & Arnold, Dexter Horton Building
VICTORIA, B. C.....Chas. Gardner Johnson, Ltd., 901 Hastings St., W.
ROCHESTER.....Ribbet Consolidated, Ltd.

UNITED KINGDOM

BELFAST (Surveys only).....James Johnston & Son, 8 Waring Street
LIVERPOOL.....Sea Insurance Co., Ltd. Exchange Buildings
LONDON (Surveys only).....E. L. Johnson's Sons & Morse, 27, Walbrook, London, E.C. 4

EUROPE

AMSTERDAM.....Bekouw & Mijnssen, Hoerengracht 124/8
ANTWERP.....Leon Van Peborgh (Fred Jamine—A Verhaegen) 21 Rue Kipdorp
BARCELONA.....Union Marine & General Insurance Co., Ltd., Fontanella 9
BERLIN.....Wills, Faber & Hubener, Agenturen G.m.b.H., Budapesterstrasse, 23 W. 62
BORDEAUX.....Louis Berger, 26, Rue Saint Remi
BREMEN.....F. Reck & Co., Postfach 519
BUDAPEST.....Captain Louis L. Rakos, Ottbon—u. 10, Budapest XI
COPENHAGEN.....Smith, Imossi & Co.
DANZIG.....Lindahl & Collin, 52 Ostra Hamngatan
GDYNIA.....Carstens & Schuss, Monckebergstrasse 27
GENOA.....Hochsaher & Son, Successors, Amalienzade 39
GIBRALTAR.....Bergrans Shipping Co., Ltd., 3 Langer markt, Danzig
GOTHENBURG.....A. Bourbonnaud & Co., 7, Rue Van Stabel
HAMBURG.....Amministrazione Mackenzie, Casella Postale 434
HAVRE.....Frick & Frick, Ltd., Gustaf Adolfs Torg, 4
ISTANBUL (Surveys only).....E. C. Smith & Co., Ita Strada Cristoforo, Valetta
KRAIPEDA-MEMEL.....Stephen Gaubert, 7, Rue Paradis
LISBON.....Holme & Co., 126/8 Via A. Depretis
MALMO.....Rowell & Co., Rua da Nova Alfandega 39
MALTA.....William Shepherd, Esperanzaveien 15
MARSEILLES.....Carstens & Schuss, Monckebergstrasse 27
NAPLES.....Paul Gibbain, S. Place Jules Ferry
OPORTO.....A. Georgiades-Galata, P. Box 1068
OSLO.....Dr. Michael Fratkin, Presidento Smetonos al 9
PARIS.....James Rawes & Co., Rua do Corpo Santo
PIRAEUS.....Frick & Frick, Ltd., Gustaf Adolfs Torg, 4
REVAL.....E. C. Smith & Co., Ita Strada Cristoforo, Valetta
ROTTERDAM.....Stephen Gaubert, 7, Rue Paradis
SALONICA.....Holme & Co., 126/8 Via A. Depretis
STOCKHOLM.....Rowell & Co., Rua da Nova Alfandega 39
SWITZERLAND.....William Shepherd, Esperanzaveien 15
TRIESTE.....Carstens & Schuss, Monckebergstrasse 27

Sub-Agents:

FIUME.....Paul Gibbain, S. Place Jules Ferry
ZARA.....A. Georgiades-Galata, P. Box 1068
DUBROVNIK.....Dr. Michael Fratkin, Presidento Smetonos al 9

YOLO.....James Rawes & Co., Rua do Corpo Santo
WARSAW.....Frick & Frick, Ltd., Gustaf Adolfs Torg, 4

ASIA

AMARAH—Kut. Khoramshahr, Ahwaz, Bahrein, Korveit, Muscat, Dubai, Bushire, Bandercha, BAGDAD.....Bain & Synowic SP. Zo. O, 16/18, Krak Przedzin
BANGKOK.....Gray MacKenzie & Co., Ltd.
BATAVIA.....Stephen Gaubert, 7, Rue Paradis
BEYROUT.....The Manager, Thos. Lynch & Co., Ltd.
BOMBAY.....Mackenzie, Lyall & Co., Ltd.
CALCUTTA.....Bird & Co., P.O. Box 46
CANTON.....G. E. Huygen, 11 Sai Hing Kai, P. O. Box 112
COCANADA.....The Coromandel Co., Ltd.
COCHIN.....Aitken, Spence & Co., Ltd., P.O. Box 5
COLOMBO (Surveys only).....Gillanders Arbuthnot & Co., Imperial Bank Chas.
DELHI (Surveys only).....Gillanders Arbuthnot & Co., Imperial Bank Chas.
FOOCHOW.....Butterfield & Swire (Japan) Ltd.
HANKOW.....Dodwell & Co., Ltd.
HONG KONG.....American Foreign Ins. Association
JAFFA.....J. M. Da Rocha & Co., 6 Des Boeux Road, Central P.O. Box 400, Bank of Canton Bldg.
KARACHI.....J. V. Delbourgo & Son
KERMANSHAH.....Forbes Forbes, Campbell & Co., Ltd., P.O. Box 10
KOBE.....Stephen Lynch & Co., Ltd.
LAHORE (Surveys only).....Gillanders, Arbuthnot & Co., Dodwell & Company
MACASSAR.....Michael Stephens & Co., Ltd.
MADRAS.....Wilson & Co., P.O. Box 2, 8/8, Jehangir Street,
MANGALORE.....Pierce, Leslie George Town
MANILA.....Warner, Barnes & Co., Ltd., P.O. Box 294
NAGASAKI.....Heilmo, Ringer & Co.
NEWCHWANG.....China Navigation Co., Ltd.
PADANG.....Van Houten, Steffan & Co.
PENANG.....G. H. Slot & Co., Ltd., 2, Weld Quay
RANGOON.....Geo. Gordon & Co. (Burma), Ltd., 25, Merchant Street, P.O. Box 29
SABANG.....The Subang Bay Harbour & Coal Co., Ltd.
SAIGON.....American Foreign Insurance Association
SAMARANG.....J. V. Delbourgo & Son
SHANGHAI.....American Foreign Ins. Association, No. 3 Canton Road
SINGAPORE.....G. H. Slot & Co., Ltd., 3/5 Robinson Road
SURABAYA.....Fraser Eaton & Co.
SULTANABAD.....Stephen Lynch & Co., Ltd.
TEHEREN.....Stephen Lynch & Co., Ltd.
TEL-AVIV.....J. V. Delbourgo & Son, P. O. B. 2033
TIENTSIN.....American Foreign Insurance Association
TRIPOLI (SYRIA).....J. V. Delbourgo & Son
TUTICORIN.....The Madura Co., Ltd.
YOKOHAMA.....Dodwell & Company

SOUTH AMERICA, MEXICO, CENTRAL AMERICA & WEST INDIES

ACAJUTLA.....F. A. Gutierrez, Sonsonate
ANTOFAGASTA (Surveys only).....E. Bernett, Casilla 860
BAHIA BLANCA.....G. H. Richards, San Martin 88
BAHIA.....J. A. Saunders, 77, Notara Street and
BUENOS AYRES.....E. Sporleder, Ltd., 24, Kalle Tsanav
.....W. Ledebert, Wijnhaven 105
.....A. E. Matthiessen & Otterdich & Sons
.....Dr. Carl Ott, Case Postale 197, Buenos Aires
.....Edgar Henry Greenham, P. O. Box 428
Via Della Borsa, 3 (Tergestee)
.....Fratelli Gerbaz, P.O. Box 312
.....Luigi Dalboni
.....Narcisco Daboni
.....J. A. Saunders
.....Bain & Synowic SP. Zo. O, 16/18, Krak Przedzin

ASIA

AMARAH—Kut. Khoramshahr, Ahwaz, Bahrein, Korveit, Muscat, Dubai, Bushire, Bandercha, and Lingah.....Gray MacKenzie & Co., Ltd.
BAGDAD.....Stephen Lynch & Co., Ltd.
BANGKOK.....The Manager, Thos. Lynch & Co., Ltd.
BATAVIA.....Mackenzie, Lyall & Co., Ltd.
BEYROUT.....The Manager, Thos. Lynch & Co., Ltd.
BOMBAY.....Mackenzie, Lyall & Co., Ltd.
CALCUTTA.....Bird & Co., P.O. Box 46
CANTON.....G. E. Huygen, 11 Sai Hing Kai, P. O. Box 112
COCANADA.....The Coromandel Co., Ltd.
COCHIN.....Aitken, Spence & Co., Ltd., P.O. Box 5
COLOMBO (Surveys only).....Gillanders Arbuthnot & Co., Imperial Bank Chas.
DELHI (Surveys only).....Gillanders Arbuthnot & Co., Imperial Bank Chas.
FOOCHOW.....Butterfield & Swire (Japan) Ltd.
HANKOW.....Dodwell & Co., Ltd.
HONG KONG.....American Foreign Ins. Association
JAFFA.....J. M. Da Rocha & Co., 6 Des Boeux Road, Central P.O. Box 400, Bank of Canton Bldg.
KARACHI.....J. V. Delbourgo & Son
KERMANSHAH.....Forbes Forbes, Campbell & Co., Ltd., P.O. Box 10
KOBE.....Stephen Lynch & Co., Ltd.
LAHORE (Surveys only).....Gillanders, Arbuthnot & Co., Dodwell & Company
MACASSAR.....Michael Stephens & Co., Ltd.
MADRAS.....Wilson & Co., P.O. Box 2, 8/8, Jehangir Street,
MANGALORE.....Pierce, Leslie George Town
MANILA.....Warner, Barnes & Co., Ltd., P.O. Box 294
NAGASAKI.....Heilmo, Ringer & Co.
NEWCHWANG.....China Navigation Co., Ltd.
PADANG.....Van Houten, Steffan & Co.
PENANG.....G. H. Slot & Co., Ltd., 2, Weld Quay
RANGOON.....Geo. Gordon & Co. (Burma), Ltd., 25, Merchant Street, P.O. Box 29
SABANG.....The Subang Bay Harbour & Coal Co., Ltd.
SAIGON.....American Foreign Insurance Association
SAMARANG.....J. V. Delbourgo & Son
SHANGHAI.....American Foreign Ins. Association, No. 3 Canton Road
SINGAPORE.....G. H. Slot & Co., Ltd., 3/5 Robinson Road
SURABAYA.....Fraser Eaton & Co.
SULTANABAD.....Stephen Lynch & Co., Ltd.
TEHEREN.....Stephen Lynch & Co., Ltd.
TEL-AVIV.....J. V. Delbourgo & Son, P. O. B. 2033
TIENTSIN.....American Foreign Insurance Association
TRIPOLI (SYRIA).....J. V. Delbourgo & Son
TUTICORIN.....The Madura Co., Ltd.
YOKOHAMA.....Dodwell & Company

SOUTH AMERICA, MEXICO, CENTRAL AMERICA & WEST INDIES

ACAJUTLA.....F. A. Gutierrez, Sonsonate
ANTOFAGASTA (Surveys only).....E. Bernett, Casilla 860
BAHIA BLANCA.....G. H. Richards, San Martin 88
BAHIA.....J. A. Saunders, 77, Notara Street and
BUENOS AYRES.....E. Sporleder, Ltd., 24, Kalle Tsanav
.....W. Ledebert, Wijnhaven 105
.....A. E. Matthiessen & Otterdich & Sons
.....Dr. Carl Ott, Case Postale 197, Buenos Aires
.....Edgar Henry Greenham, P. O. Box 428
Via Della Borsa, 3 (Tergestee)
.....Fratelli Gerbaz, P.O. Box 312
.....Luigi Dalboni
.....Narcisco Daboni
.....J. A. Saunders
.....Bain & Synowic SP. Zo. O, 16/18, Krak Przedzin

ASIA

AMARAH—Kut. Khoramshahr, Ahwaz, Bahrein, Korveit, Muscat, Dubai, Bushire, Bandercha, and Lingah.....Gray MacKenzie & Co., Ltd.
BAGDAD.....Stephen Lynch & Co., Ltd.
BANGKOK.....The Manager, Thos. Lynch & Co., Ltd.
BATAVIA.....Mackenzie, Lyall & Co., Ltd.
BEYROUT.....The Manager, Thos. Lynch & Co., Ltd.
BOMBAY.....Mackenzie, Lyall & Co., Ltd.
BUSHIRE.....Gray Mackenzie & Co., Ltd.
BUSREH.....Gray Mackenzie & Co., Ltd.
CALCUTTA.....Bird & Co., P.O. Box 46
CANTON.....G. E. Huygen, 11 Sai Hing Kai, P. O. Box 112
COCANADA.....The Coromandel Co., Ltd.
COCHIN.....Aitken, Spence & Co., Ltd., P.O. Box 5
COLOMBO (Surveys only).....Gillanders Arbuthnot & Co., Imperial Bank Chas.
DELHI (Surveys only).....Bennett & Co., Nissen Kaiun Bld. No. 2,
FUSAN (Chosen).....Y. Tanaka & Co.
GENSAN (Chosen).....Hon Machi, 4 Chome
HAIFA.....J. V. Delbourgo & Son
HARBIN.....Butterfield & Swire (Japan) Ltd.
FOOCHOW.....Dodwell & Co., Ltd.
HANKOW.....American Foreign Ins. Association
HONG KONG.....J. M. Da Rocha & Co., 6 Des Boeux Road, Central P.O. Box 400, Bank of Canton Bldg.
JAFFA.....J. V. Delbourgo & Son
KARACHI.....Forbes Forbes, Campbell & Co., Ltd., P.O. Box 10
KERMANSHAH.....Stephen Lynch & Co., Ltd.
KOBE.....Gillanders, Arbuthnot & Co., Dodwell & Company
LAHORE (Surveys only).....Michael Stephens & Co., Ltd.
MACASSAR.....Wilson & Co., P.O. Box 2, 8/8, Jehangir Street,
MADRAS.....Pierce, Leslie George Town
MANGALORE.....Warner, Barnes & Co., Ltd., P.O. Box 294
MANILA.....Heilmo, Ringer & Co.
NAGASAKI.....China Navigation Co., Ltd.
NEWCHWANG.....Van Houten, Steffan & Co.
PADANG.....G. H. Slot & Co., Ltd., 2, Weld Quay
PENANG.....Geo. Gordon & Co. (Burma), Ltd., 25, Merchant Street, P.O. Box 29
RANGOON.....The Subang Bay Harbour & Coal Co., Ltd.
SABANG.....American Foreign Insurance Association
SAIGON.....J. V. Delbourgo & Son
SAMARANG.....American Foreign Ins. Association, No. 3 Canton Road
SHANGHAI.....G. H. Slot & Co., Ltd., 3/5 Robinson Road
SINGAPORE.....Fraser Eaton & Co.
SURABAYA.....Stephen Lynch & Co., Ltd.
SULTANABAD.....Stephen Lynch & Co., Ltd.
TEHEREN.....J. V. Delbourgo & Son, P. O. B. 2033
TEL-AVIV.....American Foreign Insurance Association
TIENTSIN.....J. V. Delbourgo & Son
TRIPOLI (SYRIA).....The Madura Co., Ltd.
TUTICORIN.....Dodwell & Company
YOKOHAMA.....

I.C.P.R.
NOV 14 1941

November 7, 1941.

American Express Co.,
65 Broadway,
New York, N.Y.

Attn. Mr. W. T. McDermott
Special Traffic Agent
BANQUE DE L'INDOCHINE

Dear Sirs:-

We enclose herewith American Express receipt covering fifty (50) cases, shipped to Saigon, as per our letter of November 3rd.

Yours very truly,

Asst. Manager Foreign Department.

JJG:grl
1 encl.

(957 5-39)
(PRINTED IN U.S.A.)

BILL OF LADING

AMERICAN EXPRESS

SHIPPING AGENTS

TO AND FROM ALL PARTS OF THE COMMERCIAL WORLD

OFFICES OF AMERICAN EXPRESS COMPANY, THE AMERICAN EXPRESS CO., INC. AND AFFILIATED COMPANIES

(Subject to change without notice)

UNITED STATES AND CANADA
AMERICAN EXPRESS COMPANY

NEW YORK, BOSTON, CHICAGO, ST. LOUIS, SAN FRANCISCO, SEATTLE, TORONTO, MONTREAL, PHILADELPHIA, BALTIMORE, BUFFALO, DETROIT, CLEVELAND, CINCINNATI, PITTSBURGH, MILWAUKEE, DENVER, MIAMI, MINNEAPOLIS, NEWARK, PORTLAND, ORE., LOS ANGELES, KANSAS CITY, SALT LAKE CITY, NEW ORLEANS, ATLANTA, DALLAS, WASHINGTON, D. C., WORCESTER, MASS.

EUROPE
THE AMERICAN EXPRESS CO., INC.

LONDON, LIVERPOOL, SOUTHAMPTON, DUBLIN, GLASGOW, EDINBURGH, ANTWERP, BRUSSELS, ROTTERDAM, AMSTERDAM, THE HAGUE, VIENNA, BUDAPEST, INTERLAKEN, PARIS, HAVRE, MARSEILLES, NICE, CANNES, MONTE CARLO, LUCERNE, BASLE, ZURICH, GENEVA, LUGANO, ATHENS, PIRAEUS

EUROPE
AMERICAN EXPRESS CO., S. A. I.

GENOA, ROME, MILAN, NAPLES, FLORENCE, VENICE

AMERICAN EXPRESS CO., M. B. H.
HAMBURG, BERLIN, MUNICH

AMERICAN EXPRESS CO., A/S
COPENHAGEN

AMERICAN EXPRESS (HELLAS)—TRAVEL & SHIPPING, A. E.
ATHENS

ASIA
THE AMERICAN EXPRESS CO., INC.

MANILA, HONG KONG, SHANGHAI, PEIPING, TIENTSIN, BOMBAY, CALCUTTA, COLOMBO, YOKOHAMA, SINGAPORE

AFRICA & ASIA MINOR
THE AMERICAN EXPRESS CO., INC.
CAIRO, JERUSALEM

CUBA
HAVANA

(B/L No. 5931 Booking No. _____)

RECEIVED from American Bank Note Co. (hereinafter referred to as the shipper)

at New York, bill of lading or receipt of railroad company, steamship company or other carrier and/or other documents said to control the following described property, for the purposes hereinafter set forth and subject to the terms and provisions written, printed or stamped on the face and back hereof, said property being in apparent good order and condition except as noted, the weight contents and condition of contents of packages being unknown to the Company, (as defined in Paragraph 13 on the back hereof) to be forwarded via port of New York and thence by ss PRES. GARFIELD (special stowage) scheduled to sail (or sailed) Nov. 10, 1941 or by the next or other available steamer or line to the port of Manila, thence transhipping str. to Saigon or as near thereto as the steamer may safely go, with liberty to call at any port or ports in or out of the customary route, arrangements to be made by the Company for delivery of said property as hereinafter provided:

CONSIGNEE ORDER Banque de L'Indochine

DESTINATION Saigon, French Indo-China

NOTIFY Banque de L'Indochine

AT Saigon, French Indo-China

(When the form of consignment is "to order" the full name and address of party to be notified of arrival of goods at foreign port should be entered)

IN BOND TO _____

Apply for delivery to Chartered Bank of India, Australia & China, Ltd., Saigon, French Indo-China

If instructions to notify are entered above, the duty to notify shall be solely upon the Railroad Company or other "Carrier" performing the final carriage to destination and not upon the Company.

MARKS AND NUMBERS (as declared by shipper)	DESCRIPTION (as declared by shipper)	SUBJECT TO CORRECTION WEIGHT (as declared by shipper)	CUBIC MEASUREMENT
Banque de L'Indochine Saigon Via Manila Nos. 101/150	FIFTY (50) Cases said to contain PRINTED MATTER	10,803#	250/-
	Value declared by shipper	$46,250., (Fortysix thousand two hundred and fifty dollars)	
The Company not for robbery or holdup,	to be liable for loss by violence of by any Government, whether in law or in fact,	any sort, nor nor for confiscation, loss or enforced detention or by any person or persons.	

NON-NEGOTIABLE

THIS BILL OF LADING IS SUBJECT TO WAR CLAUSES OF STEAMSHIP LINE OR VESSEL ON WHICH GOODS ARE SHIPPED.

IT IS UNDERSTOOD AND AGREED THAT NO LIABILITY ATTACHES TO THE COMPANY ARISING FROM INTERRUPTING OR DELAYING OR AMERICAN EXPRESS COMPANY'S FOREIGN RAILROAD SERVICES OR RAILROAD SERVICES RESULTING THEREFROM.

THE COMPANY (as defined in paragraph 13 on the back hereof) agrees, subject to the terms and conditions on the face and back of this document, to act as shipping agent for the Shipper, and as such to make arrangements for the transportation of the property above described by service of railroad, ship, lighter or any Carrier or medium of transportation (herein referred to as the "Carrier" or "Carriers") to be designated by the shipper or in default of such designation to be selected by the Company for and on behalf of the shipper, owner, consignee or holder of this document. Such arrangements may be in accordance with and subject to the rules, regulations, customs, statutes or other law governing or limiting the liability of the "Carriers", and subject to the terms and conditions of said "Carriers" several receipts and bills of lading including any special clauses stamped, printed or written thereon or of contracts which may be issued by or entered into with the "Carriers", and with respect to transportation by railroad or other "Carrier" within the United States and/or Canada subject to the classifications and tariffs on file with the Interstate Commerce Commission and/or the Canadian Railway Commission and the rules and regulations of said bodies respectively; and the Company is authorized by the shipper to accept from "Carriers" bills of lading, receipts, or contracts in which no value is declared or containing clauses limiting the liability of the "Carriers." The Company may receive bills of lading or receipts for, or arrange for the transportation of, the property above described, either in the name of the shipper or in the name of the Company, and such bills of lading, receipts, and/or arrangements may cover other property belonging to other parties. The Company may also at its option enclose the property above described in a case with other packages. The shipper agrees to waive any prior inspection of bills of lading or receipts issued by any "Carrier" and hereby ratifies and confirms the terms and conditions of any arrangement or transportation or bill of lading or receipt now or hereafter entered into or received by the Company in connection herewith.

see letter 2/5/42

If the word "order" is written herein immediately before or after the name of the party to whom the property is consigned, the surrender of this document properly endorsed shall be required before the delivery of the property at destination. The Company is hereby authorized by the shipper, owner, consignee and holder of this document to effect delivery of said property to any person presenting this document duly endorsed and the effecting of such delivery to any person presenting this document duly endorsed shall be a full performance of the duty of the Company hereunder. If any other than the aforesaid form of consignment is used herein, the said property may at the option of the Company be delivered without requiring the production or surrender of this document.

TRANSPORTATION AND CHARGE OF THE COMPANY FOR ARRANGING SAME:

FROM New York TO f.o.b. steamer at Saigon with transshipment at Manila.

Prepaid — COLLECT / PREPAID

Such goods at and/or from Saigon and all arrangements with respect to them to be solely at shipper's risk.

INSURANCE AND SERVICE CHARGES — COLLECT / PREPAID

MARINE INSURANCE SEE * BELOW. NO INSURANCE DESIRED BY SHIPPERS FOR THEIR ACCOUNT.

AMOUNT

CONDITIONS OF INSURANCE: INSURED AS DETENTION, FIRE INSURANCE AND TONNAGE CHARGES AT PORT OF EXIT AS PROVIDED IN OFFICIAL EXPRESS CLASSIFICATION AND TARIFFS OR OTHERWISE

Transportation charges do not include charges for duties, customs or revenue items, service for customs clearance, port or terminal charges or expenses, or cartage to consignees local address. The shipper, consignee and/or owner of the goods or the holder of this document shall pay the charges of the aforesaid "carriers," the expenses of customs entry, taxes and other charges incidental to transportation, including any and all charges or expenses for storage, wharfage, labour, cartage, lighterage, hoisting, handling or transshipment, or resulting from any interruption of service, or delay, and charges for special services.

*The Company shall be under no obligation to arrange for any insurance on the property above described on behalf of the shipper, owner, consignee or holder of this document, unless the shipper at time of shipment expressly so instructs in writing and the amount of insurance to be arranged is noted on face hereof. Such insurance is to be arranged with one or more Insurance Companies or other Underwriters to be selected by the Company on behalf of shipper, owner, consignee or holder of this document, and such insurance will be governed by the certificate or policy issued, and will only be effective when the risk has been accepted by such Insurance Companies or other Underwriters. Any charge made for valuation is an additional charge relating to transportation and not to insurance.

The Company does not represent that this is a "shipped" or "on board" bill of lading or that the property above described is on board any steamship or other vessel at the time of issuance hereof.

In accepting this document the shipper, owner and consignee of said property and the holder of this document agree to be bound by all its terms and provisions whether written, printed or stamped hereon and whether on the face or back hereof as fully as if they were all signed by such shipper, owner, consignee or holder.

IN WITNESS WHEREOF the undersigned company hath affirmed to Three (3) bills of lading all of this tenor and date one of which being accomplished, the others to stand null and void.

AMERICAN EXPRESS COMPANY

Dated at New York, N.Y. Nov. 10th 1941

By _____

NON-NEGOTIABLE

ENDORSEMENTS

1. It is agreed that the Company is the shipping agent of the Shipper, with respect to the property described on the face of this document, and does not act as a carrier, and that the Company shall not be liable in any manner as a carrier, and shall have performed its whole duty with respect to said property when it makes arrangements for same to be delivered to a "carrier" for transportation and receives therefor a bill of lading or receipt, or makes arrangement for transportation to a port of entry or customary railway station for the destination set forth herein. In the event that the Company shall not receive from the "carrier" a through bill of lading or receipt to such port of entry or railway station, the Company agrees, subject to the terms and conditions on the face and back of this document, as agent for the shipper, to make such arrangements as may be practicable at the port or ports of transshipment for the transfer, transshipment and/or forwarding, of said property to a port of entry or customary railway station for the destination designated herein. Upon making such arrangements at said port or ports of transshipment, the Company shall be deemed to have performed its whole duty with respect to such property.

Should there be any interruption in service via designated or customary routes of "carriers", the Company may without notice to the shipper cause the property to be forwarded via other routes or "carriers".

The terms of this document shall not be set aside or otherwise affected by any unlawful deviation of a "Carrier", and in case of such deviation claim shall lie only against the "Carrier" and not against the Company.

2. The Company shall in no event be liable or responsible for any loss of or damage or delay to said property caused by the acts, negligence or default of any "carrier" or "carriers" or of any officer or employee thereof, or occurring while the property above described is in the custody of any "carrier".

The Company assumes no obligation for delivery of the property within any specified time and shall not be liable for any delay, or loss or expense resulting therefrom or due to any act, neglect or default of any carrier, or to the failure of any carrier to furnish proper or adequate service, or to congestion, or to the inability of the Company to obtain transportation facilities.

It is agreed that any claim or demand for loss, damage or delay shall lie only against the "carrier" having actual custody of the property en route, and that the Company shall not be liable or responsible for any claim or demand hereunder from any cause whatsoever unless in each case the damages alleged to have been suffered be proven to have been caused by the negligence of the Company or of its officers or employees.

3. The Company shall in no event be liable for any loss, damage or delay to said property or to any part thereof occasioned by Act of God, by perils, dangers or accidents of the sea or other navigable waters, or of navigation or transportation of whatsoever nature or kind; or by any act, neglect or default of the master, mariner, pilot or servants of the "Carrier" in the navigation or in the management of the ship; by fire or explosion from any cause whatsoever occurring; by theft or pilferage by any person whatsoever; by arrest or restraint of governments, princes, rulers or peoples, or those purporting to exercise governmental or other authority; by legal process or seizure thereunder or stoppage in transit; by fumigation or other acts or requirements of quarantine or sanitary authorities or by quarantine restrictions; by epidemics, pestilence, riots, civil commotions or rebellions; by act of war or by any of the dangers incident to a state of war, or by acts of any person or group of persons purporting to wage war, or to act as a belligerent; by act of public enemies; by strikes or lockouts, or stoppage or restraint of labor, or labor troubles, whether of carrier's employees or others; by unseaworthiness of any vessel, lighter or other craft whatsoever although existing at time of shipment on board thereof or at the beginning of the voyage and whether due to latent defect or otherwise; by water, heating or effects of climate, frost, decay, smell, taint, rust, sweat, dampness, mildew, spotting, rain or spray, inherent vice, vermin, breakage, drainage, leakage; wastage in bulk or weight or any other loss or damage arising from inherent defect, quality, or vice of the goods; improper or insufficient packing; inaccuracies or obliterations, errors, insufficiency, inadequacy or absence of marks, numbers, address or description of goods; nor for breakage of any fragile articles or damage to any materials consisting of or contained in glass; any act of the ship in saving or attempting to save life or property at sea; any act or omission of the shipper or owner of the goods; nor shall this Company be held liable or responsible for any damage to or resulting from dangerous, corrosive, explosive or inflammable goods, even if the true nature has been declared to the Company; nor for neglect, damage, accident to or escape or mortality of any animals or birds received by the Company hereunder, from any cause whatsoever. Nothing contained in this paragraph or in this document, however, shall be deemed to release, limit or otherwise prejudice any claim which either the Company or the shipper, consignee or owner of the said property may have against any "carrier" by reason of any loss, damage or delay to said property.

4. The Company shall in no event be or become liable for any loss or damage to or in connection with said goods in an amount exceeding $500. per package, lawful money of the United States, or in case of goods not shipped in packages, the customary freight unit, or the equivalent of that sum in other currency, unless the nature and value of such goods have been declared by the shipper before shipment and stated herein and a transportation charge for valuation and the charge of the Company for arranging same paid or agreed to be paid.

5. No suit to recover for any claim or demand hereunder shall in any event be maintainable against the Company unless brought within one year after the delivery of the aforesaid property to the consignee or within one year after the date when the aforesaid property should have been so delivered. In so far as any claim hereunder shall not be subject to the "Carriage of Goods by Sea Act" of the United States, the Company shall in no event be liable for any act, omission or default hereunder unless a claim therefore in writing shall be presented to it at point of shipment within six (6) months after date of shipment, in a statement to which this document and sworn proof of claim shall be attached. No agent or employee of the Company shall have authority to alter or waive any of the requirements of this paragraph.

6. It is further agreed that since the Company and the "carriers" which will transport and handle this shipment, will have no control over the shipment while in custody of government officials, a full and complete delivery will be deemed to have been made when the shipment shall have been delivered to custom house, government, or other authorities when so required by the law or custom regulations in force in country of destination; also if destination be an interior point, shipment may be stopped in transit at foreign ports, frontiers or depositories and held at owner's risk pending examination, assessment and payment of duties, customs fees and other charges, all of which shall be a lien on the property. While holding in warehouses wherever situated or to whomsoever belonging, or during any interruption or detention in transit or at ports of transshipment or at destination, shipment will be at owner's risk and expense, and any expenses or charges accruing for storage, duties, taxes, customs or other items, shall be payable to the Company on demand, by the shipper, owner, consignee or holder of this document. The shipper agrees to furnish such papers or documents as may be necessary to enable the Company to forward the said property to destination.

If the Company is to collect from the consignee, before delivery of the property above described, any sum of money, whether on behalf of the shipper or on behalf of the Company or otherwise, the Company may allow the property above described to remain in the custody of the customs officials or others and/or detain same at port of first arrival or interior (at the option of the Company) whether in warehouse, depot or elsewhere, until such sum of money is received from the original or substituted consignee or owner.

7. In the event that any charges or monies are to be collected from the consignee whether on behalf of the shipper, of the Company or otherwise and the same are not paid, or in event that the consignee cannot be found or refuses to receive the shipment, or if for any other reason the shipment is not delivered, the Company reserves the right to permit or cause the disposal thereof in accordance with the laws, rules or practices of the country of destination (or other country if detained at port of arrival or frontier), or if the shipment is not consigned to order, to deliver it on the instructions of the shipper to a person other than the consignee named herein, or to order it to be returned at shipper's expense, subject to the conditions of this document. The Company may however, permit or cause the shipment to be sold in accordance with the laws, rules or practices of the country of destination (or other country if detained at port of arrival or frontier), in order to satisfy any charges and expenses thereon, and in the event that the available proceeds of the sale fail to cover such charges, or in the event of disposal as aforesaid, the Company shall be entitled to recover from the shipper, owner, consignee or holder of this document any balance remaining due, or in the event of confiscation, destruction, or perishing of the shipment, or loss or damage thereto, the shipper, owner, consignee or holder of this document will pay all accrued charges of whatsoever nature.

8. The Company will not in any event be liable for any shipment of platina, gold, gold dust, silver, bullion, or other precious metals, coins, jewelry, bills of any bank or public body, diamonds or other precious stones or any gold or silver in a manufactured or unmanufactured state, watches, clocks or time-pieces of any description, trinkets, orders, notes or securities for payment of money, coupons, stamps, maps, writings, title-deeds, printings, engravings, pictures, gold or silver plate or plated articles, glass, china, silks in a manufactured or unmanufactured state, furs, lace, field and other glasses, or other valuables, unless at the time of delivering to the Company such shipment or the documents covering the same, a written notice of the true character and value thereof be given to the Company notation thereof be made on this document, and a transportation charge for valuation and the charge of the Company for arranging same, be paid or agreed to be paid. The inclusion by the shipper of the afore-mentioned or other valuables in packages with other merchandise is prohibited.

9. Any fines, penalties, expenses, loss or damage which the Company or any "carrier" transporting or handling this property may incur or suffer on account of insufficiency of packing or packages, incorrect or insufficient marking of packages or description of contents, or the dangerous nature of such contents, or the non-conformity with customs, quarantine or other laws, regulations or requirements or from undervaluation or misdescription of the property by shipper, owner or consignee, or from erroneous invoices, or from any other cause, shall be paid on demand by the shipper, owner, consignee or holder of this document, and a lien may be enforced upon the goods for the payment thereof.

Any person who shall omit to fully declare the nature of any explosive, inflammable or otherwise dangerous matter, and to plainly mark the nature of the contents on the outside of the package, will render himself liable for any damage or penalties arising from such goods, whether such shipper shall be aware of the nature of such goods or not and whether such shipper shall be principal or agent only.

10. The shipper, owner, consignee or holder of this document agrees to accept from the Company a bill of lading, delivery order or other document entitling the holder thereof to receive delivery of the said property from the "carrier" in whose possession said property may be at destination; and the delivery of such bill of lading, delivery order or other document to the shipper, owner, consignee or holder of this document shall be a full performance of the Company's obligation hereunder to make arrangements for the delivery and/or to effect delivery of said property.

11. In the event of this document being issued at an interior point in the United States or Canada in exchange for railroad, express or other carrier's bill of lading or receipt the company shall be under no obligation to take any action whatsoever hereunder with reference to said property until the same has reached the destination specified in the said bill of lading or receipt of said railroad, express company or other carrier, and said Carrier there tenders delivery of said property to the Company.

12. In all cases where the shipment involves importation into or exportation from the United States of America, any claim, demand or question arising out of this shipment and document shall be determined according to the law of the State of New York, including, so far as applicable, any statute or other law of the United States of America.

13. "THE COMPANY", as the term is used both on the face and on the back of this document, shall be deemed to refer either to (1) the company issuing this document, whether it be the American Express Company, The American Express Co., Inc., or one of the companies affiliated therewith as listed on the face hereof; or (2) any one of said companies receiving the above described property and documents controlling the same, for the purpose of participating in carrying out the obligations of this document; in such latter event, upon receipt of such property and documents from the company issuing this instrument, the obligation of the said issuing company for performance of any further acts under this document shall cease, and thereafter such obligations, together with the benefit of any relevant provisions of this document, shall be that of the company so receiving the property and documents.

14. In so far as the United States Carriage of Goods by Sea Act shall apply to the obligations of the Company under this document, this document shall have effect subject to the provisions of said Act.

NOTICE: In view of the fact that many of the bills of lading, receipts, etc., in use by the "carriers" contain provisions requiring extremely short notice of claim for loss or damage to goods, consignees are warned for their own protection to give immediate notice of claim in writing in case of loss or damage to this shipment to the last "carrier" from which such consignees take delivery. If loss or damage is discovered or suspected before removal of the property from wharf, warehouse, railroad station or other medium of delivery by the "carrier", notice of claim in writing should be given to said "carrier" by consignee before removal of the goods.

Articles of a fragile or breakable nature should be carefully packed and securely boxed; when the goods are susceptible to damage by the elements, dampness or mildew or otherwise, they should be packed in metal or other properly lined cases, or if of a character to invite theft or pilferage, the cases should be securely strapped, corded and sealed. Before offering shipments of an explosive, inflammable or dangerous nature, shippers should specially inquire of the Company to ascertain whether arrangements for transportation can be made and conditions thereof. (See also paragraph 9 above.)

161

AMERICAN EXPRESS COMPANY

FOREIGN FREIGHT CONTRACTORS

CUSTOMS BROKERS
MARINE INSURANCE

TRAVELERS CHEQUES, TRAVEL SERVICE
HERE AND EVERYWHERE

C. P. H.
NOV 14 1941

GENERAL FOREIGN AGENTS NEW YORK CENTRAL SYSTEM.
FOREIGN TRAFFIC DEPARTMENT
65 BROADWAY,
NEW YORK

M. M. NOON
VICE PRESIDENT

CABLE ADDRESS:
TRAFAMEX
TELEPHONE
WHITEHALL 4-2000

PLEASE REFER TO FILE

November 10, 1941.

American Bank Note Co.,
70 Broad Street,
New York, N.Y.

Attention Mr. G.W.T. Combs,
Asst. Mgr., Foreign Dept.

Gentlemen:-

50 cases marked Banque de L'Indochine, Saigon via Manila, Nos. 101/150, consigned to Order of Banque de L' Indochine, Saigon, Notify Same at Saigon, French Indo-China, per s/s PRESIDENT GARFIELD, from New York, November 10, 1941.

This will acknowledge your letter of the 3rd instant, giving us instructions in connection with the above shipment.

In lieu of our original shipping receipt which you will return to us, we enclose a set of our bills of lading bearing No. 5931, being three signed and three non-negotiable copies, and also our invoice in triplicate for the charges for which we shall be pleased to have your early remittance.

Yours very truly,

W.T. MC DERMOTT,
Special Traffic Agent.

McD/AG

Printed in U. S. A.

AMERICAN EXPRESS AFFILIATED FOREIGN OFFICES

AMSTERDAM
ANTWERP
ATHENS
BASLE
BERLIN
BOMBAY
BRUSSELS
CAIRO
CALCUTTA
CANNES
COLOMBO
COPENHAGEN
DUBLIN
EDINBURGH
FLORENCE
GENEVA
GENOA
GLASGOW
HAMBURG
HAVANA
HAVRE
HONG KONG
LIVERPOOL

AMERICAN EXPRESS COMPANY

FOREIGN TRAFFIC DEPARTMENT

FOREIGN FREIGHT CONTRACTORS

Cable Address: TRAFAMEX
65 BROADWAY
NEW YORK

CUSTOMS BROKERS
MARINE INSURANCE

GENERAL FOREIGN AGENTS—NEW YORK CENTRAL SYSTEM

C. P. R. NOV 14 1941

Nov. 10th 19 41

M American Bank Note Co.
70 Broad Street
New York, N.Y.

B/L 5931

AMERICAN EXPRESS AFFILIATED FOREIGN OFFICES

LONDON
LUCERNE
LUGANO
MANILA
MARSEILLES
MEXICO CITY
MILAN
MONTREAL
NAPLES
NICE
PARIS
PEIPING
PIRAEUS
ROME
ROTTERDAM
SHANGHAI
SINGAPORE
THE HAGUE
TIENTSIN
TORONTO
VENICE
YOKOHAMA
ZURICH

TO AMERICAN EXPRESS COMPANY, DR.

Lot No. 32690

E. B. No.

RATES QUOTED ON IMPORT AND EXPORT SHIPMENTS BY EXPRESS OR FREIGHT. MARINE AND INLAND INSURANCE ON GOODS IN TRANSIT EFFECTED AT CURRENT RATES. CUSTOM HOUSE CLEARANCES ATTENDED TO BY A STAFF OF EXPERIENCED EMPLOYES. SPECIAL COMMISSIONS EXECUTED. COLLECTIONS MADE.

THE AMOUNT OF THIS BILL IN WHOLE OR IN PART REPRESENTS CASH DISBURSEMENTS BY THIS COMPANY, TEMPORARY CREDIT IS GRANTED ONLY FOR YOUR CONVENIENCE AND TO PREVENT DELAY TO GOODS IN TRANSIT. WE RESPECTFULLY REQUEST IMMEDIATE PAYMENT.

AMERICAN EXPRESS COMPANY

To charges on 50 cases marked Banque de L' Indochine, Saigon, Nos. 101/150, said to contain printed matter, value $46,250., gross weight 10803#, total measurement 250/-, consigned to ORDER Banque de L'Indochine, Saigon, notify Same at Saigon, per s/s PRES. GARFIELD, from New York, Nov. 10, 1941.			
Transportation and the charge of the Company for arranging same from shipping terminal New York City to f.o.b. steamer at Saigon, with trans-shipment at Manila, P.I., at through rate cfx~~x~~ 4% ad valorem ----	$1850	00	

NOTE
The above charges refer to American Express Co. B/L 5931, and are subject to all the terms and conditions of such B/L.

A charge for insurance on this bill indicates, that subject to acceptance by Insurance Company Marine Insurance, subject to conditions indicated above, will be placed for your account by the American Express Company.

C.I.T.
NOV 21 1941

Transpacific Air Mail

November 10, 1941.

Banque de l'Indochine,
Saigon, French Indo-China.

Dear Sirs:-

We beg to advise forwarding, consigned to your goodselves, per the S.S. "PRESIDENT POLK", scheduled to sail from New York November 15th, for transshipment at Manila, fifty (50) cases, Nos. 151/200, containing:

Identification Letter D					Alphabet Letter and Number
Case No.151 -	100,000	Notes,	1	Piastre, Nos.	15000001-15100000 - A601 - W604
152 -	100,000	"	1	" "	15100001-15200000 - A605 - W608
153 -	100,000	"	1	" "	15200001-15300000 - A609 - W612
154 -	100,000	"	1	" "	15300001-15400000 - A613 - W616
155 -	100,000	"	1	" "	15400001-15500000 - A617 - W620
156 -	100,000	"	1	" "	15500001-15600000 - A621 - W624
157 -	100,000	"	1	" "	15600001-15700000 - A625 - W628
158 -	100,000	"	1	" "	15700001-15800000 - A629 - W632
159 -	100,000	"	1	" "	15800001-15900000 - A633 - W636
160 -	100,000	"	1	" "	15900001-16000000 - A637 - W640
161 -	100,000	"	1	" "	16000001-16100000 - A641 - W644
162 -	100,000	"	1	" "	16100001-16200000 - A645 - W648
163 -	100,000	"	1	" "	16200001-16300000 - A649 - W652
164 -	100,000	"	1	" "	16300001-16400000 - A653 - W656
165 -	100,000	"	1	" "	16400001-16500000 - A657 - W660
166 -	100,000	"	1	" "	16500001-16600000 - A661 - W664
167 -	100,000	"	1	" "	16600001-16700000 - A665 - W668
168 -	100,000	"	1	" "	16700001-16800000 - A669 - W672
169 -	100,000	"	1	" "	16800001-16900000 - A673 - W676
170 -	100,000	"	1	" "	16900001-17000000 - A677 - W680
171 -	100,000	"	1	" "	17000001-17100000 - A681 - W684
172 -	100,000	"	1	" "	17100001-17200000 - A685 - W688
173 -	100,000	"	1	" "	17200001-17300000 - A689 - W692
174 -	100,000	"	1	" "	17300001-17400000 - A693 - W696
175 -	100,000	"	1	" "	17400001-17500000 - A697 - W700

Banque de l'Indochine. November 10, 1941.

Case No. 176 -	100,000	Notes,	1	Piastre,	Nos. 17500001-17600000 - A701 - W704
177 -	100,000	"	1	"	" 17600001-17700000 - A705 - W708
178 -	100,000	"	1	"	" 17700001-17800000 - A709 - W712
179 -	100,000	"	1	"	" 17800001-17900000 - A713 - W716
180 -	100,000	"	1	"	" 17900001-18000000-- A717 - W720
181 -	100,000	"	1	"	" 18000001-18100000 - A721 - W724
182 -	100,000	"	1	"	" 18100001-18200000 - A725 - W728
183 -	100,000	"	1	"	" 18200001-18300000 - A729 - W732
184 -	100,000	"	1	"	" 18300001-18400000 - A733 - W736
185 -	100,000	"	1	"	" 18400001-18500000 - A737 - W740
186 -	100,000	"	1	"	" 18500001-18600000 - A741 - W744
187 -	100,000	"	1	"	" 18600001-18700000 - A745 - W748
188 -	100,000	"	1	"	" 18700001-18800000 - A749 - W752
189 -	100,000	"	1	"	" 18800001-18900000 - A753 - W756
190 -	100,000	"	1	"	" 18900001-19000000 - A757 - W760
191 -	100,000	"	1	"	" 19000001-19100000 - A761 - W764
192 -	100,000	"	1	"	" 19100001-19200000 - A765 - W768
193 -	100,000	"	1	"	" 19200001-19300000 - A769 - W772
194 -	100,000	"	1	"	" 19300001-19400000 - A773 - W776
195 -	100,000	"	1	"	" 19400001-19500000 - A777 - W780
196 -	100,000	"	1	"	" 19500001-19600000 - A781 - W784
197 -	100,000	"	1	"	" 19600001-19700000 - A785 - W788
198 -	100,000	"	1	"	" 19700001-19800000 - A789 - W792
199 -	100,000	"	1	"	" 19800001-19900000 - A793 - W796
200 -	100,000	"	1	"	" 19900001-20000000 - A797 - W800

partial shipment of your order of April 21, 1941.

The shipping documents will be delivered to the French American Banking Corporation, attached to our draft against the irrevocable credit opened in our favor with the above; however, for your information we enclose a copy of our shipping invoice and a copy of our bill in the amount of - - $25,192.53 U.S.Cy. covering the preparation and forwarding of the above notes which we trust will reach you promptly and in good order.

Yours very truly

Asstl Manager Foreign Department.

JJG:grl
Encls.

96137

American Bank Note Company,

70 BROAD STREET,

New York, NOVEMBER 10, 1941.

AIR COPY

BANQUE DE L'INDOCHINE,

SAIGON,

FRENCH INDO-CHINA.

NOV 21 194

Dr.

OUR ORDER	YOUR ORDER	DATE OF FINAL SHIPMENT	TERMS:
F11007 BDFE	CONTRACT APRIL 21, 1941		NET. F.O.B.N.Y.

IDENTIFICATION LETTER Q

5,000,000 - NOTES - 1 PIASTRE		
ALPHABET LETTERS & NUMBERS		
A TO W	601 TO 800	
NOS. 15,000,001 TO 20,000,000		$46,250.00
LESS PROPORTIONATE AMOUNT OF ADVANCE PAYMENT OF APRIL 28, 1941		$3,125.00
		$43,125.00
FREIGHT	$1850.00	
CONSULAR FEES & BLANKS	1.20	
INSURANCE	216.33	2,067.53
		$45,192.53

PER S/S "PRESIDENT POLK"
CASES NOS. 151/200

U.S.DOLLARS

American Bank Note Company,
70 BROAD STREET,
New York, November 10, 1941.

PLATES ENGRAVED ONLY ON CONDITION THAT THEY REMAIN IN THE CUSTODY OF THIS COMPANY.

HOV 24 1941

SHIPPING INVOICE

Banque de l'Indochine,
Saigon,
French Indo-China.

Dr.

OUR ORDER	F11007	YOUR ORDER	April 1941	DATE OF SHIPMENT		TERMS:	NET, F.O.B.N.Y.

Fifty (50) Cases, Nos. 151/200, containing:

5,000,000 Notes, 1 Piastre, Nos. 15000001-20000000

Identification letter "D"
Alphabet Letters A to W
Numbers - - - - - 601-800

$46,250.00 U.S. Dollars.

Certified Correct
AMERICAN BANK NOTE COMPANY

Secretary-Comptroller.

Hongkong

BANQUE DE L'INDOCHINE

Transpacific Air Mail

November 10, 1941.

Enclosed please find a copy of our letter of even date to the above, advising partial shipment of order of April 21, 1941.

Asst. Manager Foreign Department.

JJG:grl
Encls.

C. I. R.
NOV 21 1941

November 10, 1941.

American Express Company,
65 Broadway,
New York, N.Y.

Attn. Mr. W. T. McDermott
Special Traffic Agent

Dear Sirs:-

We beg to advise delivering today to your office at 55 Van Dam Street, fifty (50) cases printed matter for shipment per the S.S. "President Polk", scheduled to sail from new York on November 15th, to Manila, P.I., at which port the cases are to be transshipped to Saigon, French Indo-China.

These cases are marked:

50 Cases — Banque de L'Indochine,
Saigon
Via Manila
Nos. 151/200

Measurements: 25" x 23" x 15" each
Total gross lbs. 10,683
Total value: $46,250.00

Kindly issue your through bill of lading consigned to the order of Banque de L'Indochine, Saigon and notify the same.

As on previous shipments to the above, kindly advise your Manila office to apply to the Bank before making the transshipment at Manila in order that they may receive proper instructions in connection with shipping past that point.

Shipper's export declaration covering the above cases has already been delivered to you.

As usual, we wish to prepay all charges through to Saigon.

Yours very truly,

Asst. Manager Foreign Department.

JJG:grl

pu 8-12-42

CERTIFICAT D'ORIGINE ET FACTURE CONSULAIRE

Certificate of Origin and Consular Invoice

French Large Form No. 12—Printed and Sold by Unz & Co., 24 Beaver Street, New York — U 96991

Nous, soussignés American Bank Note Company, New York, N. Y. *déclarons que les marchandises*
The undersigned, (Name and Address of Owner, Agent, Shipper, etc.) declare that the

ci-après désignées, embarquées sur le S.S. "President Garfield" *" à la date du* November 10, 1941.
following mentioned goods shipped on the on (date)

consignées à M Banque de L'Indochine, Saigon, French Indo-China. *sont originaires*
consigned to (Name and Address of Consignee) are of United States of

des Etats-Unis de l'Amérique du Nord et vendues par des maisons établies dans les Etats-Unis de l'Amérique du Nord et
North America origin and sold by firms established in the United States of North America and

que la vente a été effectivement conclue dans le pays d'origine. Nous certifions en outre sincère et véritable la présente facture.
that the sale was effectively concluded in the country of origin. We moreover certify that the present invoice is true and correct.

MARQUES ET NUMEROS Marks and Numbers	NOMBRE DE PAQUETS ou COLIS ou CAISSES Number of Packages Boxes or Cases	POIDS Weight BRUT Gross	POIDS Weight NET	DESCRIPTION	VALEUR Value
Banque de L'Indochine, Saigon, via Manila. #101/150	Fifty (50) cases	4,903 kilos	3,900 kilos	5,000,000 Bank Notes	$46,250.00
				TOTAL..	$46,250.00

Prété serment devant moi, ce 13 *jour* November, 1941.
Sworn to before me this day of

Fait à New York Dated at *le* November 13, 1941. on the (date)

American Bank Note Company

(Signature)

Secretary-Comptroller.

Form 5460

BROKERS COPY

CARGO

POLICY OF INSURANCE

$ 50,900

No. P 49821 F

FEDERAL INSURANCE COMPANY

INCORPORATED UNDER THE LAWS OF NEW JERSEY

CHUBB & SON, Managers

No. 1 NEWARK AVENUE
JERSEY CITY, N. J.

AND

No. 90 JOHN STREET
NEW YORK, N. Y.

In consideration of a premium as agreed
Does insure American Bank Note Company
to the amount of Fifty thousand nine hundred** - - - - - - - - - - - - - - - - *Dollars,*
on Printed Matter
valued at sum insured *shipped on board of the* Amer.Exp.Co.per S/S"President Polk"
(lost or not lost) at and from New York,New York to Saigon,French,Indo-China with slg.11/15/41
transhipment at Manila,P.I.
and it is hereby understood and agreed, that in the case of loss, such loss is payable to the order of
American Bank Note Company *on surrender of this Policy.*

Beginning the adventure upon the said goods and merchandise from and immediately following the loading thereof on board the said vessel, at port of shipment as aforesaid, and so shall continue and endure until the said goods and merchandise shall be safely landed at destination as aforesaid. AND it shall and may be lawful for the said vessel, in her voyage, to proceed and sail to, touch and stay at any ports or places, if thereunto obliged by stress of weather or other unavoidable accident, without prejudice to this insurance.

Touching the adventures and perils which the said ASSURERS are contented to bear, and take upon themselves, in this voyage they are of the seas, men-of-war, fires, enemies, pirates, rovers, assailing thieves, jettisons, letters of mart and countermart, reprisals, takings at sea, arrests, restraints and detainments of all kings, princes or people, of what nation, condition or quality soever, barratry of the Master and Mariners, and all other perils, losses and misfortunes, that have or shall come to the hurt, detriment or damage of the said goods and merchandises or any part thereof. AND in case of any loss or misfortune it shall be lawful and necessary to and for the assured, his or their factors, servants and assigns, to sue, labor and travel for, in and about the defense, safeguard and recovery of the said goods and merchandises, or any part thereof, without prejudice to this insurance; nor shall the acts of the insured or insurers in recovering, saving and preserving the property insured, in case of disaster, be considered a waiver, or an acceptance of an abandonment: to the charges whereof, the said ASSURERS will contribute according to the rate and quantity of the sum herein insured.

And in case of loss, such loss to be paid in thirty days after proof of loss, and proof of interest in the property hereby insured (the amount of the premium, if unpaid, being first deducted) but no partial loss or particular average shall in any case be paid unless amounting to five per cent. PROVIDED ALWAYS and it is hereby further agreed, that if the said assured shall have made

of New York, Boston, Philadelphia or elsewhere as to their property. Inspection of the Surveyor of certificate as to their propet

on, preemption, requisition or in time of peace or war and or warlike operations (whether rrection, or civil strife arising

uts, labor disturbances, riots, ence or disorder.

No cargo on deck is i
cargo is insured on deck u
No risk on shore is
Policy shall be extended
land, then in such cases
or truck only (unless oth
only loss or damage aris
damage arising from fre.
quay or elsewhere on shor

CHUBB & SON 90 JOHN ST. NEW YORK CITY

Pol # P 49821 F

CARGO CLAUSES

1. This insurance attaches from the time the goods leave the Warehouse and/or Store at the place named in the policy for the commencement of the transit and continues during the ordinary course of transit, including customary transhipment if any, until the goods are discharged overside from the overseas vessel at the final port. Thereafter the insurance continues whilst the goods are in transit and/or awaiting transit until delivered to final warehouse at the destination named in the policy or until the expiry of 15 days (or 30 days if the destination to which the goods are insured is outside the limits of the port) whichever shall first occur. The time limits referred to above to be reckoned from midnight of the day on which the discharge overside of the goods hereby insured from the overseas vessel is completed. Held covered at a premium to be arranged in the event of transhipment, if any other than as above and/or in the event of delay in excess of the above time limits arising from circumstances beyond the control of the Assured.

2. Including risk of craft to and from the vessel, each lighter, craft or conveyance to be considered as if separately insured, also to cover any special or supplementary lighterage, at additional premium if required. The assured is not to be prejudiced by any agreement exempting lightermen from liability.

3. Held covered, in case of any delay, omission or error in the amount or in the description of the interest, vessel or voyage or if the subject matter of the insurance be shipped by another vessel, provided prompt notice be given when known by the assured and an additional premium paid if required.

4. Provided prompt notice be given the Assurers when such facts are known to the Assured and additional premium be paid if required, it is understood and agreed that in case of short shipment in whole or in part by the vessel reported for insurance hereunder, or if the goods be transhipped by another vessel or vessels, or be carried beyond or discharged short of destination, or in the event of deviation, or change of voyage, or any interruption or other variation of the voyage or risk beyond the control of the Assured, this insurance shall nevertheless cover the goods until arrival at the final destination named in the policy or certificate of insurance or until the subject matter insured is no longer at the risk of the Assured, whichever may first occur. No additional risks (whether of delay or of any other description) are insured under this clause, which is intended merely to continue the insurance in force against the same risks named elsewhere in the policy or certificate and if the risks of War, Strikes, Riots or Civil Commotions, or any of these risks, are insured against, the insurance against such risks shall not be extended by this clause to cover contrary to any express provision of such insurance.

5. Notwithstanding any average warranty contained herein, these insurers agree to pay landing, warehousing, forwarding or other expenses and/or particular charges should same be incurred, as well as any partial loss arising from transhipment. Also to pay the insured value of any package, piece or unit totally lost in loading, transhipment and/or discharge.

6. General Average, Salvage, and Special Charges, as per foreign custom, payable according to foreign statement, and/or per York-Antwerp Rules 1890 or 1924 and/or in accordance with the contract of affreightment, if and as required.

7. The assured are not to be prejudiced by the presence of the negligence clause and/or latent defect clause in the bills-of-lading and/or charter party. The seaworthiness of the vessel and/or craft as between the assured and assurers is hereby admitted, and the assurers agree that in the event unseaworthiness or a wrongful act or misconduct of shipowner, charterer, their agents or servants shall, directly or indirectly, cause loss or damage to the cargo insured, by sinking, stranding, fire, explosions, contact with seawater, or by any other cause of the nature of any of the risks assumed in the policy, the assurers will (subject to the terms of average and other conditions of the policy) pay to an innocent assured the resulting loss. With leave to sail with or without pilots and to tow and assist vessels or craft in all situations, and to be towed.

8. Should the policy issued by the assurers contain any clause or clauses relieving the assurers from liability by reason of other insurance or the conditions of the bills of lading, the assurers guarantee the collection in full of the amount of the loss which would have been recoverable under this policy in the absence of such clauses, and hereby agree to advance this amount as a loan, pending such collection, to the assured or to the holder of the certificate of insurance.

   The assurers further agree to pay all costs and expenses incurred by the assured in connection with the collection of such loss from other parties.

9. This insurance is also specially to cover any loss of or damage to the interest insured hereunder, through the bursting of boilers, breakage of shafts or through any latent defect in the machinery, hull or appurtenances, or from faults or errors in the navigation and/or management of the vessel by the Master, Mariners, Mates, Engineers or Pilots; provided, however, that this clause shall not be construed as covering loss arising out of delay, deterioration or loss of market, unless otherwise provided elsewhere herein.

10. Including while on docks, wharves or elsewhere on shore and/or during land transportation, risks of collision, derailment, fire, lightning, sprinkler leakage, cyclone, hurricanes, earthquakes, floods, the rising of navigable waters, or any accident to the conveyance and/or collapse and/or subsidence of docks and/or structures, and to pay loss or damage caused thereby, even though the insurance be otherwise F. P. A.

11. The risks covered by this policy are to include loss, damage or expense resulting from explosion, howsoever and wheresoever occurring, irrespective of percentage, whether the insurance be F. P. A. or otherwise, but excluding the risks excepted by the F. C. & S. and Strikes, Riots clauses.

12. On shipments of machinery, consisting when complete for sale or use of several parts, the liability of this Company is limited to the insured value of the part or parts lost or damaged, or, at assured's option, the cost and expense of replacing or duplicating the lost or damaged part or parts, and/or the repairing of the machine.

13. These assurers also agree that any action or proceeding against them for the recovery of any claim under or by virtue of this insurance shall not be barred if commenced within the time prescribed therefor in the Statutes of the State of New York.

14. Where goods are shipped under a bill of lading containing the so-called "Both to Blame Collision" Clause these assurers agree, as to all losses covered by this insurance, to indemnify the assured for any amount (up to the amount insured) which the assured may be legally bound to pay to the shipowners under such clause. In the event that such liability is asserted the assured agree to notify the assurers who shall have the right, at their own cost and expense, to defend the assured against such claim.

15. Warranted free from capture, seizure, arrest, restraint, detainment, confiscation, preemption, requisition or nationalization, and the consequences thereof, or of any attempt thereat, whether in time of peace or war and whether lawful or otherwise; also warranted free from all consequences of hostilities or warlike operations (whether there be a declaration of war or not), piracy, civil war, revolution, rebellion or insurrection, or civil strife arising therefrom.

16. Warranted free of loss or damage caused by or resulting from strikes, lockouts, labor disturbances, riots, civil commotions or the acts of any person or persons taking part in any such occurrence or disorder.

NOTE:-It is necessary for the Assured to give prompt notice to Underwriters when he becomes aware of an event for which he is "held covered" under this policy and the right to such cover is dependent on compliance with this obligation.

2475C—6M-7-41

Printed in U.S.A. VMT Johnson & Higgins 41141

Form 5460

BROKERS COPY

CARGO

POLICY OF INSURANCE

$ 50,900.

No. P 49821 F

FEDERAL INSURANCE COMPANY

INCORPORATED UNDER THE LAWS OF NEW JERSEY

CHUBB & SON, Managers

No. 1 NEWARK AVENUE
JERSEY CITY, N. J.

AND

No. 90 JOHN STREET
NEW YORK, N. Y.

In consideration of a premium as agreed
Does insure American Bank Note Company
to the amount of Fifty thousand nine hundred** - - - - - - - - - - - - - - - *Dollars,*
on Printed Matter
valued at sum insured *shipped on board of the* Amer.Exp.Co.per S/S"President Polk" sig.11/15/41
(lost or not lost) at and from New York,New York to Saigon,French,Indo-China with transhipment at Manila,P.I.
and it is hereby understood and agreed, that in the case of loss, such loss is payable to the order of American Bank Note Company *on surrender of this Policy.*

Beginning the adventure upon the said goods and merchandise from and immediately following the loading thereof on board the said vessel, at port of shipment as aforesaid, and so shall continue and endure until the said goods and merchandise shall be safely landed at destination as aforesaid. AND it shall and may be lawful for the said vessel, in her voyage, to proceed and sail to, touch and stay at any ports or places, if thereunto obliged by stress of weather or other unavoidable accident, without prejudice to this insurance.

Touching the adventures and perils which the said ASSURERS are contented to bear, and take upon themselves, in this voyage they are of the seas, men-of-war, fires, enemies, pirates, rovers, assailing thieves, jettisons, letters of mart and countermart, reprisals, takings at sea, arrests, restraints and detainments of all kings, princes or people, of what nation, condition or quality soever, barratry of the Master and Mariners, and all other perils, losses and misfortunes, that have or shall come to the hurt, detriment or damage of the said goods and merchandises or any part thereof. AND in case of any loss or misfortune it shall be lawful and necessary to and for the assured, his or their factors, servants and assigns, to sue, labor and travel for, in and about the defense, safeguard and recovery of the said goods and merchandises, or any part thereof, without prejudice to this insurance; nor shall the acts of the insured or insurers in recovering, saving and preserving the property insured, in case of disaster, be considered a waiver, or an acceptance of an abandonment: to the charges whereof, the said ASSURERS will contribute according to the rate and quantity of the sum herein insured.

And in case of loss, such loss to be paid in thirty days after proof of loss, and proof of interest in the property hereby insured (the amount of the premium, if unpaid, being first deducted) but no partial loss or particular average shall in any case be paid, unless amounting to five per cent. PROVIDED ALWAYS and it is hereby further agreed, that if the said assured shall have made any other assurance upon the premises aforesaid, prior in day of date to this policy, then the said ASSURERS shall be answerable only for so much as the amount of such prior assurance may be deficient towards fully covering the premises hereby assured; and the said ASSURERS shall return the premium upon so much of the sum by them assured as they shall be, by such prior assurance, exonerated from. AND in case the assured shall have made any insurance (other than fire) upon the said premises, subsequent in day of date to this policy, the said ASSURERS shall nevertheless be answerable for the full extent of the sum by them subscribed hereto, without right to claim contribution from such subsequent assurers, and shall accordingly be entitled to retain the premium by them received, in the same manner as if no such subsequent assurance had been made. And in case the assured shall have made any insurance (other than fire) upon the premises aforesaid, of date, the same day as this policy, it shall be deemed simultaneous herewith; and the said ASSURERS shall not be liable for more than a ratable contribution in the proportion of the sum by them insured to the aggregate of such simultaneous insurance. IT IS ALSO AGREED that the property be warranted by the assured free from any charge, damage or loss, which may arise in consequence of a seizure or detention, for or on account of any illicit or prohibited trade or any trade in articles contraband of war. AND WARRANTED by the assured free from any liability for merchandise in the possession of any carrier or other bailee, who may be liable for any loss or damage thereto and for merchandise shipped under a Bill of Lading containing a stipulation that the carrier may have the benefit of any insurance thereon; and that any insurance granted herein, shall not cover where any carrier or other bailee has insurance (whether prior or subsequent in date to this policy) which would attach if this policy had not been issued; and that any insurance against fire granted herein shall not cover where the assured has fire insurance (whether prior or subsequent in date to this policy) which would attach if this policy had not been issued.

WARRANTED not to abandon in case of capture, seizure or detention, until after condemnation of the property insured; nor until ninety days after notice of said condemnation is given to the ASSURERS. Also warranted not to abandon in case of blockade, and free from any expense in consequence of capture, seizure, detention or blockade, but in the event of blockade, to be at liberty to proceed to an open port and there end the voyage.

Memorandum. It is also agreed, that bar, bundle, rod, hoop and sheet iron, wire of all kinds, tin plates, steel madder, sumac, wickerware and willow (manufactured or otherwise), salt, grain of all kinds, tobacco, Indian meal, fruits (whether preserved or otherwise), cheese, dry fish, hay, vegetables and roots, rags, hempen yarn, bags, cotton bagging, and other articles used for bags and bagging, pleasure carriages, household furniture, skins and hides, musical instruments, looking glasses, and all other articles that are perishable in their own nature, are warranted by the assured free from average, unless general; hemp, tobacco, stems, matting and cassia, except in boxes, free from average, under twenty per cent, unless general; and sugar, flax, flaxseed and bread, are warranted by the assured free from average under seven per cent, unless general; and coffee in bags or bulk, pepper in bags or bulk, and rice, free from average under ten per cent, unless general.

WARRANTED by the insured, free from damage or injury from dampness, change of flavor or being spotted, discolored, musty or mouldy, except caused by actual contact of sea water with the articles damaged, occasioned by sea perils. In case of partial loss by sea damage to dry goods, cutlery or other hardware, and on shipments from ports and places East of the Cape of Good Hope, on gunny cloth, gunny bags, or hides, the loss shall be ascertained by a separation and sale of the portion only of the contents of the packages so damaged, and not otherwise; and the same practice shall obtain as to all other merchandise, so far as practicable. Not liable for leakage on molasses or other liquids, nor for breakage, unless occasioned by stranding or collision with another vessel. And it is also agreed that in case of loss or damage to any part of a machine, consisting, when complete for sale or use, of several parts, the insurers shall only be liable for the insured value of the part lost or damaged.

If the voyage aforesaid shall have been begun and shall have terminated before the date of this Policy, then there shall be no return of premium on account of such termination of the voyage.

No cargo on deck is insured hereunder unless reported and accepted as an "on deck" risk. When cargo is insured on deck the Company not to be liable for loss by wet, breakage, leakage or exposure. No risk on shore is covered by this Policy unless expressly assumed herein in writing. This Policy shall be extended to cover risks of inland transportation and/or risks on shore and/or on land, then in such cases it is understood that such inland transportation is covered by railroad or truck only (unless otherwise stated hereon) and that while on railroad cars this insurance covers only loss or damage arising from fire, collision or derailment and while on truck against loss or damage arising from fire, collision and overturning of the vehicle, and while on dock, wharf, pier, quay or elsewhere on shore against the risks of fire or flood (meaning rising navigable waters).

In case of loss or damage please follow instructions on the reverse side of this policy.

It is hereby agreed, that any loss or claim under this Policy, shall be paid at the office of the Company in New York, or at offices of the Agents of the Company, Exchange Buildings, Liverpool, or at the Agency of the Company at port or place of ination, or, if the Company is not represented at port or place of destination, at the nearest Agency amongst those specified ie list on back hereof.

~~Claims to be adjusted according to the usages of Lloyds, but subject to the conditions of the Policy and Contract of Insurance.~~

Notice.—To conform with the Revenue Laws of Great Britain, in order to collect a claim under this Policy, it must be ıped within ten days after its receipt in the United Kingdom.

SPECIAL CONDITIONS

All clauses below take precedence over the above if in conflict therewith

ON DECK:—Merchandise and/or goods shipped on deck which must be so specified on this certificate are insured:—Free of particular average unless caused by the vessel being ed, sunk, burnt, on fire, or in collision, but including jettison and/or washing overboard, irrespective of percentage.
In case of loss or injury to any part of a machine consisting, when complete for sale or use, of several parts, these assurers, if liable therefor under the terms of this policy, only be liable for the insured value of the part lost or damaged.
In case of damage affecting labels, capsules or wrappers, these assurers, if liable therefor under the terms of this policy, shall be liable only for an amount sufficient to ne cost of new labels, capsules or wrappers, and the cost of reconditioning the goods.
The risks covered by this policy are to include damage to or destruction of the goods hereby insured, resulting from explosion, howsoever or wheresoever occuring, provided ls shown not to have been caused by or attributable to any of the risks excluded by the terms of the "Free of Capture and Seizure" and the "Riots and Civil Commotions" ns in this Policy.
Notwithstanding any average warranty contained herein, these assurers agree to pay any landing, warehousing, forwarding, or other expenses and/or particular charges for this policy in the absence of such warranty would be liable. Also to pay the insured value of any package, piece, or unit totally lost in loading, transhipping or discharge.
Where this policy by its terms covers while on docks, wharves, or elsewhere on shore and/or during land transportation, such coverage shall include the risks of collision, ment, or overturning of the conveyance, fire, cyclones, hurricanes, earthquakes, floods (meaning the rising of navigable waters), and/or collapse or subsidence of docks, and to oss or damage caused thereby, even though the insurance be otherwise F. P. A.
Including General Average and Salvage Charges according to United States Law and usage and/or as per Foreign Statement and/or as per York-Antwerp Rules (as prescribed nole or in part) if in accordance with the Contract of Affreightment.
This insurance attaches from the time the goods leave the Warehouse and/or Store at the place named in the certificate or special policy for the commencement of the t and continues during the ordinary course of transit, including customary transhipment if any, until the goods are discharged overside from the overseas vessel at the port. Thereafter the insurance continues whilst the goods are in transit and/or awaiting transit until delivered to final warehouse at the destination named in the cate or special policy or until the expiry of 15 days (or 30 days if the destination to which the goods are insured is outside the limits of the port) whichever shall occur. The time limits referred to above to be reckoned from midnight of the day on which the discharge overside of the goods hereby insured from the overseas vessel mpleted. Held covered at a premium to be arranged in the event of transhipment, if any, other than as above and/or in the event of delay in excess of the above limits arising from circumstances beyond the control of the Assured.
:—It is necessary for the Assured to give prompt notice to Underwriters when he becomes aware of an event for which he is "held covered" under this certificate or special policy and the right to such cover is dependent on compliance with this obligation.
This insurance shall not be vitiated by any unintentional error in description of voyage or interest, or by deviation, or by transhipment, or by any interruption of the ordinary e of transit from causes beyond the control of any Assured hereunder. Warranted, however, that prompt notice shall be given this Company of such error, deviation, transhipment or interruption, and additional premium paid if required.
Held covered while on craft to and from the vessel. Each lighter or craft to be considered as if separately insured. The Assured not to be prejudiced by any agreement ıpting lightermen from liability.
The Assured are not to be prejudiced by the presence of the negligence clause and/or latent defect clause in the Bills of Lading and/or Charter party. The seaworthiness of essel as between the Assured and the assurers is hereby admitted, and the wrongful act or misconduct of the shipowner or his servants causing a loss is not to defeat the ry by an innocent assured if the loss in the absence of such wrongful act or misconduct would have been a loss recoverable under the policy.

ere the words "including Strike Risks" are typed in the ıce below at the time the Policy is issued, the S. R. & C. C. uses on the back of this Policy shall attach.

including strike risks

Where the words "including War Risk" are typed in the space below at the time the Policy is issued, the War Risk Clauses on the back of the Policy shall attach.

Marks and Numbers

Banque de
L'Indochine
F110078
Fifty (50) cases

overing against all risks of loss or damage to the erchandise insured howsoever occurring,irrespective of percentage excepting risks excluded by the Free of Capture and Seizure and Strikes,Riots and Civil Commotions warranties appearing elsewhere hereon.

In Witness Whereof, the Federal Insurance Company, has caused this Policy to be signed by its President, at Jersey y, N. J., but it shall not be valid unless countersigned by a duly authorized representative of the Company.

ıntersigned this 12th *day of* November, 19 41

Hendon Chubb *President*

Authorized Representative

Printed in U.S.A. VMT Johnson & Higgins

41141

Pay to the order of: Banque de L'Indochine, Saigon, French Indo-China.
American Bank Note Company

Secretary-Comptroller.

When so provided by endorsement on this Special Policy (or Certificate) at the time the same is issued (but not otherwise) the shipment described herein shall be separately insured against strike and riot risks subject to the terms and conditions hereinafter set forth.

S. R. & C. C. CLAUSES (Form No. 5A)

This insurance also covers damage, theft, pilferage, breakage or destruction of the property insured directly caused by strikers, locked-out workmen, or persons taking part in labor disturbances or riots or civil commotions and destruction of or damage to the property directly caused by persons acting maliciously; but the foregoing shall not be construed to include or cover any loss, damage or expense caused by or resulting from (a) delay, deterioration or loss of market, or (b) hostilities, warlike operations, civil war, revolution, rebellion or insurrection, or civil strife arising therefrom.

While the property insured is at risk under the terms and conditions of this insurance **within the United States, its incorporated territories and its possessions in the Western Hemisphere, Canada and Newfoundland,** this insurance is extended to cover damage, theft, pilferage, breakage or destruction of the property insured directly caused by "Vandalism," "Sabotage" and "Malicious Mischief," and as so extended shall include such losses directly caused by acts committed by an agent of any government, party or faction engaged in war, hostilities or other warlike operations, provided such agent is acting secretly and not in connection with any operation of military or naval armed forces in the country where the described property is situated. Nothing in the foregoing shall be construed to include or cover any loss, damage or expense caused by or resulting from (a) delay, deterioration or loss of market; or (b) hostilities, warlike operations, civil war, revolution, rebellion or insurrection, or civil strife arising therefrom, excepting only the acts of certain agents expressly covered above.

When so provided by endorsement on this Special Policy (or Certificate) at the time the same is issued (but not otherwise) the shipment described herein shall be separately insured against war risks subject to the terms and conditions hereinafter set forth.

WAR RISK INSURANCE (Form No. 3-1 Amended April 14, 1941.)

1. This insurance is only against the risks of capture, seizure, destruction or damage by men of war, piracy, takings at sea, arrests, restraints and detainments and other warlike operations and acts of kings, princes and peoples in prosecution of hostilities or in the application of sanctions under international agreements, whether before or after declaration of war and whether by a belligerent or otherwise, including factions engaged in civil war, revolution, rebellion or insurrection, or civil strife arising therefrom, and including the risks of aerial bombardment, floating or stationary mines and stray or derelict torpedoes; but excluding claims for delay, deterioration and/or loss of market, and warranted not to abandon (on any ground other than physical damage to ship or cargo) until after condemnation of the property insured. Also warranted not to abandon in case of blockade, and free from any claims for loss or expense in consequence of blockade or of any attempt to evade blockade; but in the event of blockade, to be at liberty to proceed to an open port and there end the voyage.
2. Warranted free from any claim based upon loss of, or frustration of, the insured voyage or adventure caused by arrests, restraints or detainments.
3. This insurance does not cover any loss or damage caused by or resulting from any of the following causes:
   (a) Commandeering, preemption, requisition or nationalization by the government (de facto or otherwise) of the country to or from which the goods are insured.
   (b) Seizure or destruction under quarantine or customs regulations.
   (c) Capture, seizure, arrest, restraint, detainment or condemnation by the Government of the United States of America, or of any State therein.
4. This insurance shall not attach to the interest hereby insured or to any part thereof
   (a) prior to being on board an overseas Vessel (for the purpose of this clause 4 an overseas Vessel shall be deemed to mean a Vessel carrying the interest from one port or place to another where such voyage involves a sea passage by that Vessel),
   (b) after being discharged overside from an overseas Vessel at the final port of discharge,
   or
   after expiry of fifteen days counting from midnight of the day on which the overseas Vessel is safely anchored or moored at the final port of discharge, whichever shall first occur,
   (c) at a port or place of transhipment to another overseas Vessel after the expiry of fifteen days (counting from midnight of the day on which the overseas Vessel entering with the interest is safely anchored or moored) until the interest is on board the oncarrying overseas Vessel.
   In the event of the exercise of any liberty granted to the Shipowner or Charterer under the contract of affreightment whereby such contract is terminated at a port or place other than the destination named therein such port or place shall be deemed the final port of discharge for the purpose of this clause 4.
5. Subject to the terms of Clause 4 above and to any conditions or warranties which may be endorsed hereon, it is agreed that this insurance shall not be vitiated by deviation, overcarriage, change of voyage, or by any error or unintentional omission in the description of interest, Vessel or voyage, provided the same be communicated to this Company as soon as known to the Assured and an additional premium paid if required.
6. And in case of any loss or misfortune, it shall be lawful and necessary to and for the Assured, his or their factors, servants and assigns, to sue, labor and travel for, in and about the defense, safeguard and recovery of the said goods and merchandises, or any part thereof, without prejudice to this insurance; nor shall the acts of the Assured or Assurers, in recovering, saving and preserving the property insured, in case of disaster, be considered a waiver or an acceptance of an abandonment; and to the charges whereof, the said Assurers will contribute according to the rate and quantity of the sum hereby insured.
7. General Average and salvage charges (resulting from a peril hereby insured against) payable according to Foreign Statement or York-Antwerp Rules if in accordance with the contract of affreightment.
8. The Assured and payee hereunder, the description and valuation of the merchandise, the sum insured, the voyage and the ports of loading on and discharge from the overseas Vessel, shall be determined by reference to the insurance against marine risks as set forth in this Certificate or Special Policy and shall be deemed incorporated herein; and losses payable hereunder shall be adjusted and settled in the same manner as provided for in the said insurance against marine risks. It is agreed, however, that this war risk insurance is a separate contract which (excepting as expressly provided in this clause 8) is not subject to any of the other printed terms or conditions of this Certificate or Special Policy or to any clause or provision stamped or endorsed thereon unless the same refers specifically to war risk insurance.
9. Notwithstanding anything to the contrary contained herein, it is understood and agreed that all shipments which are shipped to or from or transshipped at any port or place outside of the United States, its incorporated territories and its possessions in the Western Hemisphere, are warranted free of claims arising from Capture, Seizure, Arrest, Restraint, Detainment, Requisition, Nationalization or Condemnation by or under the authority of the government of Great Britain, or any of its dominions, colonies, possessions or allies or by any forces acting in co-operation with or under the control of them or any of them; but unless the insured property is condemned this warranty shall not exclude losses otherwise covered by this policy which occur while the property insured is on board the overseas vessel and which are caused by gunfire, torpedoes, bombs, mines or other implements of war, or by stranding, sinking, burning or collision, provided such losses would not be covered by a marine insurance policy warranted free of claims arising from Capture, Seizure or Detention.
10. Notwithstanding anything to the contrary contained herein, it is understood and agreed that all shipments to and from Petsamo and all shipments to, from or via the Mediterranean are warranted free of claims arising from Capture, Seizure, Arrest, Restraint, Detainment, Requisition, Nationalization or Condemnation; but unless the insured property is condemned this Warranty shall not exclude losses otherwise covered by this Certificate or Special Policy which occur while the property insured is on board the overseas vessel and which are caused by gunfire, torpedoes, bombs, mines or other implements of War, or by stranding, sinking, burning or collision, provided such losses would not be covered by a marine insurance policy warranted free of claims arising from Capture, Seizure or Detention.
11. Shipments to or from ports or places in Germany, Italy or any of its possessions, France or any of its Mediterranean possessions or French Morocco, Danzig, Poland, Denmark, Norway, Holland or Belgium, and all shipments by German, Italian or French Flag vessels are excluded from any coverage whatsoever under this Certificate or Special Policy, but goods transshipped to a French Flag vessel are held covered provided information thereof be communicated to this Company as soon as known to the Assured and an additional premium paid if required.
12. Notwithstanding anything to the contrary contained in this Certificate or Policy or in any Endorsement thereon, it is understood and agreed that all shipments by Bulgarian, Danish, Hungarian and Roumanian flag vessels and all shipments to or from ports or places in Bulgaria or Roumania, are excluded from any coverage whatsoever under this Certificate or Policy.
13. Notwithstanding anything to the contrary contained in this Certificate or Policy or in any Endorsement thereon, it is understood and agreed:—
   (a) That no claim for freight, storage or other expense due to the requisition or commandeering of the title or use of any vessel by or with the consent of the country whose flag she flies shall be payable under this insurance; and if as a result of such requisition or commandeering, the insured cargo is discharged at a port or place other than the port or place of destination, the port or place of discharge shall be deemed a port or place of transhipment within the meaning of Clause 4 (c) of this Certificate or Policy.
   (b) That if any vessel shall be ordered into or detained in any port by the United States Government for the purpose of protecting the vessel and her cargo from the danger of enemy action, any resulting loss which would otherwise be covered by this insurance shall not be excluded by Clause 3(c) of this Certificate or Policy.
14. Unless otherwise agreed, the rate of premium payable in respect of each shipment insured under this Certificate or Policy shall be the current rate quoted by this Company on the date of sailing of the overseas vessel or on date of loss whichever may first occur.

INSTRUCTIONS TO CLAIMANTS

Any loss or damage which may happen to the property insured under this policy shall be reported as soon as the goods are landed or the loss is known or expected, to the agent of the Insurers named below). If there be no such agent at or near such port, such notice shall be given to an accredited representative of the Board of Underwriters of New York. *In case of loss or damage, produce this policy for said agent's or representative's inspection and request him to hold a survey and issue a certificate stating the cause and the extent of the loss or damage.* If there be no agent of the Insurers at the port of discharge or disaster, not a representative of the Board of Underwriters of New York, certificate of survey should be obtained from Lloyds agent at destination. After the foregoing has been complied with, the complete documents (survey report, policy, invoice, bill of lading, letter to carrier and latter's reply) should be sent to the Insurer's agents (named below to enable them to decide as to the liability of the Insurers.

IMPORTANT NOTICE

When cargo is received from the carrier in a damaged condition, or in case of loss by theft, pilferage, non-delivery or negligence (if this insurance) in order to save for yourselves or your underwriters, any rights which you may have against the carrier, it is necessary for you to file notice of claim in writing against the carrier before taking delivery of the goods. Claim in writing must be filed with the carrier as soon as the actual loss or damage is known and a copy thereof and a reply thereto must accompany any claim presented under this insurance policy, in addition to the usual certificate of loss issued by the Underwriters Agent. Filing claim against the carrier will not affect your rights under your insurance policy.

AGENCIES OF THE FEDERAL INSURANCE COMPANY, WHERE CLAIMS MAY BE PRESENTED FOR PAYMENT

U. S. A. AND CANADA

NEW YORK.....Chubb & Son, Managers, Head Office—90 John Street
ATLANTA.....Chubb & Son, Managers, Branch Office—1028 Jitney Bldg.
CHICAGO.....Chubb & Son, Mgrs. Branch Office—Insurance Exchange Bldg.
JERSEY CITY.....Chubb & Son, Mgrs. Branch Office—1 Newark Ave.
MONTREAL.....Chubb & Son, Mgrs. Branch Office—Royal Bank Bldg.
ROCHESTER.....Chubb & Son, Mgrs. Branch Office—1410 Lincoln Alliance Bank Building
SAN FRANCISCO.....Boit, Dalton & Church, 88 Broad Street
SEATTLE.....Seyler-Day Company, 724 South Spring Street
VANCOUVER CITY, B. C.....Rathbone, King & Arnold, Dexter Horton Building
VICTORIA, B. C.....Chas. Gardner Johnson, Ltd., 991 Hastings St. W.
WINNIPEG.....Ritchie Consolidated, Ltd.

UNITED KINGDOM

LONDON (Surveys only).....James Johnston & Son, 8 Waring Street
LIVERPOOL.....Sea Insurance Co., Ltd., Exchange Buildings
BELFAST (Surveys only).....E. L. Johnson's Sons & Mowat, 37, Walbrook, London, E.C. 4

EUROPE

AMSTERDAM.....Bekouw & Mijnssen, Heerengracht 124/8
ANTWERP.....Leon Van Peborgh (Fred Jamine—A. Verhaegen)
BARCELONA.....21 Rue Ripidorp
BERLIN.....Union Marine & General Insurance Co., Ltd., Fontanella 9
BORDEAUX.....Willis, Faber & Hubener, Agenturen G.m.b.H., Budapesterstrasse, 28 W. 62
BREMEN.....Louis Berger, 23, Rue Saint Remi
BUDAPEST.....Fred Schleck & Co., Postfach 319
COPENHAGEN.....Hirschler & Son, Successors, Amalienborg 39
DANZIG.....Captain Louis L. Rakes, Othon—II, 10, Budapest 39
DUNKIRQUE.....Bergtrams Shipping Co., Ltd., Successors, Amalienborg 39
GENOA.....Administrazione Macchine Cucirle Postale 4264
GDYNIA.....Administrazione Baltic Transports, Limited, 9/11, ul. Portowa
GIBRALTAR.....Smith, Imossi & Co.
GOTHENBURG.....Bergenske Brandforsikrings Aktieselskab, Nygatan 27
HAMBURG.....Carstens & Schnee, Monchebergstrasse 27
HAVRE.....Paul Giblain, 8, Place Jules Ferry
ISTANBUL (Surveys only).....A. Georgiades-Galata, P. Box 1088
LISBON.....Dr. Michael Franklin, Presidente Sinotcons al 9
MALMO.....James Rawes & Co., Rua do Corpo Santo
MALTA.....Frick & Frick, Ltd., Gustaf Adolfs Torg, 4
MARSEILLES.....T. C. Smith & Co., 11a Strada Cristoforo, Valetta
NAPLES.....Stephen Gaubert, 7, Rue Paradis
OPORTO.....Holme & Co., 136/8 Via A. Depretis
OSLO.....Rawes & Co., Rua da Nova Alfandega
PARIS.....William Shepherd, Sogestadveien 15
PIRAEUS.....A. Santerre, 19, Rue Vivienne
REVAL.....J. A. Saunders, 77, Notara Street and 6, Dragatsanion St., Athens
ROTTERDAM.....E. Sporleder Ltd., 24, Kalda Tanav
SALONICA.....W. Ledeboer, Wijnhaven 105
STOCKHOLM.....A. B. Matthiessen & Son, Bredgrand 2
SWITZERLAND.....Dr. Carl Ott, Case Postale 1971, Neuchatel
TRIESTE.....Edgar Henry Greenham, P.O. Box 428 Via Della Borsa, 3 (Tergesteo)

Sub-Agents:
FIUME.....Fratelli Gerbaz, P.O. Box 313
ZARA.....Luigi Bauch
DUBROVNIK.....Narciso Detoni

VOLO.....J. A. Saunders
WARSAW.....Bain & Synowie SP. Zo. O. 16/18, Krak Przedm

ASIA

AMARAH—Rut, Khorramshahr, Ahwaz, Bahrein, Korveit, Muscet, Dubai, Bushire, Bunderabbas, and Lingah.....Gray Mackenzie & Co., Ltd.
BAGDAD.....Dussaq & Toral, S.A., Lonja Bldg. 524/527
BANGKOK.....The Manager, The Borneo Co., Ltd.
BATAVIA.....Stephen Lynch & Co., Ltd.
BEYROUT.....Macalane Watson & Co.
BOMBAY.....J. V. Delbourgo & Son, P.O. Box 104
CALCUTTA.....Gillanders, Arbuthnot & Co., Bird & Co., P.O. Box 46
CANTON.....G. E. Huygen, 11 Sai Hing Kai, P. O. Box 112
COCANADA.....The Coromandel Co., Ltd.
COCHIN.....Pierce, Leslie & Co., Ltd.
COLOMBO.....Aitken, Spence & Co., Ltd., P.O. Box 5
DELHI (Surveys only).....Gillanders Arbuthnot & Co., Imperial Bank Chas.
FUSAN (Chosen).....Y. Tanaka & Co.
GENSAN (Chosen).....Bennett & Co., Nissen Kaizn Bld. No. 2
HAIFA.....Hon Machi, 4 Chome
HARBIN.....J. V. Delbourgo & Son
HOOCHOW.....Butterfield & Swire (Japan) Ltd.
HANKOW.....Dodwell & Co., Ltd.
HONG KONG.....American Foreign Ins. Association
J. M. Da Rocha & Co., 6 Des Boeux Road, Central P.O. Box 400, Bank of Canton Bldg.
JAFFA.....J. V. Delbourgo & Son
KARACHI.....Forbes Forbes, Campbell & Co., Ltd., P.O. Box 10
KERMANSHAH.....Stephen Lynch & Co., Ltd.
KOBE.....Gillanders, Arbuthnot & Co., The Mall
LAHORE (Surveys only).....Dodwell & Company
MACASSAR.....Michael Stephens & Co., Ltd.
MADRAS.....Wilson & Co., P.O. Box 2, 5/8, Jehangir Street.
MANGALORE.....Pierce, Leslie & Co., Ltd.
MANILA.....Warner, Barnes & Co., Ltd., P.O. Box 294
NAGASAKI.....
NEWCHWANG.....China Holme, Ringer & Co.
PADANG.....Van Houten, Stefan & Co.
PENANG.....China Navigation Co., Ltd.
RANGOON.....G. H. Slot & Co., Ltd., P. Weld Quay
G. H. Slot & Co., Burma) Ltd., 25, Merchant Street, P.O. Box 20
SABANG.....The Sabang Bay Harbour & Coal Co., Ltd.
SAIGON.....Denis Freres, P.O. Box 9
SAMARANG.....
SHANGHAI.....American Foreign Ins. Association, No. 3 Chelsea Road
SINGAPORE.....G. H. Slot & Co., Ltd., 5/5 Robinson Road
SOERABAYA.....Gordon & Co. (Burma) Ltd.
SULTANABAD.....
TEHEREN.....Stephen Lynch & Co., Ltd.
TEL-AVIV.....J. V. Delbourgo & Son, P. O. B. 2033
TIENTSIN.....American Foreign Insurance Association
TRIPOLI (SYRIA).....J. V. Delbourgo & Son
TUTICORIN.....The Madura Co., Ltd.
YOKOHAMA.....Dodwell & Company

SOUTH AMERICA, MEXICO, CENTRAL AMERICA & WEST INDIES

ACAJUTLA.....F. A. Gutierrez, Sonsonate
ANTOFAGASTA (Surveys only).....C. E. Bennett, Casilla 389
BAHIA BLANCA.....C. H. Richardet, Casilla 38
BAHIA.....Cory Bros. & Co., Ltd., P. O. Box 58
BUENOS AYRES.....P. E. O'Grady & Co.
Soc. Resp. Ltd. Avenida R. Saenz Pena 567
BOGOTA.....Maritime Insurance Co., Ltd. Apartado 2550
CALLAO (Surveys only).....H. M. Beauvire & Co.
CARTAGENA.....H. L. Tyrer, Calle del Cancel
CARACAS.....The British Trading Company, Apartado 1031, Caracas
CASA SOLADO, S.A., P.O. Box No. 1
CEARA.....Gibbs & Co., Casilla 24c
CONCEPCION (Surveys only).....
COQUIMBO (Surveys only).....J. J. MacAuliffe, Casilla 6D
CORINTO.....C. L. Hincket, Ltd.
DEMERARA.....Booker Bros, McConnell & Co., Ltd., Georgetown
ETEN (Surveys only).....J. M. Araujo
GUATEMALA.....G. W. Franklin, Lloyd's Agent
GUAYAQUIL.....Soc. Comercial Anglo Ecuatoriana Ltda., P.O. Box 410
HAVANA.....
IQUIQUE (Surveys only).....Gibbs, Williamson, Ltda., 344 Calle San Martin
LA GUAIRA.....The British Trading Company, Apartado 1031, Caracas
LIMA (Surveys only).....H. M. Beauvire & Co.
MOLLENDO (Surveys only).....Wm. J. Donnelly
MONTE VIDEO.....Edward M. Cooper, Calle Piedras, 357
PANAMA.....D. L. Humber, P.O. Box 11, Panama City
PERNAMBUCO.....John Alfred Thom, P.O. Box 46
PORTO ALEGRE.....Wilson Sons & Co., Ltd., Praca Senador Florencio
RIO DE JANEIRO.....W. S. Cunningham & E. R. Mander
P.O. Box 548, Av. Rio Branco, 111-1° Andar Sala 105
ROSARIO.....Brazilian Warrant Agency & Finance Corporation, Ltd.
SAN JOSE DE COSTA RICA, Lyon Hines & Cia. Sucs. Scheibel Ferguson
SAN PAULO.....P.O. Box 914, Rua Alvares Penteado, 23-2°, andar
SANTOS.....E. Johnston & Co., Ltd., Rua do Commercio 71
ST. THOMAS, W. I.....The West Indian Co., Ltd.
TALCAHUANO (Surveys only).....Edward Hyde, Avenida Bianca Encalada 240, Casilla 108
TOCOPILLA (Surveys only).....Charles Wesley Nicholls, Casilla 68
VALPARAISO.....Hanna & Co., P.O. Box 1910
VERA CRUZ.....J. H. Drake, Morelos 7, Apartado 116

AFRICA

ALEXANDRIA.....Rodocanachi & Co., P.O. Box 64.
ALGIERS.....5, Rue de L'Eglise Debbane
BEIRA.....D. Veniam, 6, Boulevard Bandin
BLOEMFONTEIN.....Manica Trading Co., Ltd., P.O. Box 14
Parry, Leon & Hayhoe, Ltd., F. O. Box 708, Barclays Bank Bldg.
CAPE TOWN.....105 St. Andrew St., Bloemfontein
Thomson, Watson & Co., Alias Bld, 52 St. George's St.
CASABLANCA.....Louis Bouchet, 6, Rue Coli
DAKAR.....Cie Du Niger Francais, 5, Rue Decemet
DURBAN AND PORT NATAL.....J. T. Bennie & Sons, 394 Smith Street
EAST LONDON.....Parry, Leon & Hayhoe, Ltd., P.O. Box 2, Marine Chambers, 31, Cambridge Street
JOHANNESBURG.....Parry, Leon & Hayhoe, Ltd., P.O. Box 1101, 30 Rissik Street
KHARTOUM.....Gellatly, Hankey & Co. (Sudan), Ltd., P.O. Box 17
KILINDINI.....Smith Mackenzie & Co., P.O. Box 120
LAMU.....Smith Mackenzie & Co., P.O. Box 120
LOURENCO MARQUES.....Parry, Leon & Hayhoe, Ltd., Box 790
MAURITIUS.....Ireland, Fraser & Co., P.O. Box 58
MOMBASA.....Smith, Mackenzie & Co., P.O. Box 120
PORT ELIZABETH.....Parry, Leon & Hayhoe, Ltd., P.O. Box 185, 5, Jetty Street
PORT SUDAN.....Gellatly, Hankey & Co. (Sudan), Ltd., P.O. Box 17
SUAKIM (Surveys only).....Gellatly, Hankey & Co. (Sudan), Ltd., P.O. Box 17
TAMATAVE.....Etab. Rollo & De Chazal, R. O. Box 39
TENERIFFE.....Hamilton & Co., Apartado 102
ZANZIBAR.....Smith, Mackenzie & Co., P.O. Box 92
WEST COAST.....John Holt & Co. (Liverpool) Ltd.
NIGERIA (Lagos, Kano, Warri, Port Harcourt, Calabar).....(GOLD COAST, DAHOMEY (Cotonou), CAMEROONS (Duala, Victoria, Kribi), FERNANAO PO (Sta. Isabel) GABOON (Libreville, Port Gentil), SPANISH GUINEA (Bata).

AUSTRALIA AND TASMANIA

SYDNEY.....Alliance Assurance Co., Ltd., 97, Pitt Street
MELBOURNE.....Alliance Assurance Co., Ltd., 410, Collins Street
ADELAIDE.....Alliance Assurance Co., Ltd., 70, Grenfell Street
PERTH.....Alliance Assurance Co., Ltd., 96, St. George's Terrace
HOBART.....Alliance Assurance Co., Ltd., 131, Macquarie Street
LAUNCESTON.....Alliance Assurance Co., Ltd., c/o C. H. Smith & Co., Resident Inspector, Pty., Ltd.

NEW ZEALAND

WELLINGTON.....Alliance Assurance Co., Ltd., 23/25, Grey Street
AUCKLAND.....Alliance Assurance Co., Ltd., 5, O'Connell Street
DUNEDIN.....Alliance Assurance Co., Ltd., Bond Street
CHRISTCHURCH.....Alliance Assurance Co., Ltd., Hereford Street
TIMARU.....Alliance Assurance Co., Ltd., Stafford Street
INVERCARGILL.....Alliance Assurance Co., Ltd., Don St.
NAPIER.....Alliance Assurance Co., Ltd., Hawkes Bay Farmers' Co-op. Assn., Ltd.
NEW PLYMOUTH.....Alliance Assurance Co., Ltd., Duff & Wynyard
WANGANUI.....Alliance Assurance Co., Ltd., Freeman R. Jackson & Co., Ltd.

C.P.F.
NOV 14 1941

By hand

November 13, 1941.

Mr. R. Soliva,
c/o French American Banking Corporation,
31 Nassau Street,
New York, N.Y.

BANQUE DE L'INDOCHINE

Dear Mr. Soliva:

For your information we enclose herewith a copy of our letter of the 3rd instant to the Banque de l'Indochine at Saigon advising partial shipment of our contract of April 21, 1941.

Yours very truly,

Asst. Manager Foreign Department.

JJG:grl
1 encl.

C.P.F.
NOV 21 1941

November 13, 1941.

American Express Company,
65 Broadway,
New York, N.Y.

Attn. Mr. W. T. McDermott
Special Traffic Agent

Dear Sirs:-

We enclose herewith American Express receipt covering fifty (50) cases, shipped to Saigon, as per our letter of November 10th.

Yours very truly,

Asst. Manager Foreign Department.

JJG:grl
1 encl.

161

AMERICAN EXPRESS COMPANY

file

FOREIGN FREIGHT CONTRACTORS

CUSTOMS BROKERS
MARINE INSURANCE

C. P. 2
NOV 24 1941

TRAVELERS CHEQUES, TRAVEL SERVICE
HERE AND EVERYWHERE

GENERAL FOREIGN AGENTS NEW YORK CENTRAL SYSTEM.
FOREIGN TRAFFIC DEPARTMENT
65 BROADWAY,
NEW YORK

M. M. NOON
VICE PRESIDENT

CABLE ADDRESS:
TRAFAMEX
TELEPHONE
WHITEHALL 4-2000

PLEASE REFER TO FILE

November 15, 1941.

American Bank Note Co.,
70 Broad Street,
New York, N.Y.

Attention Mr. G.W.T. Combs,
Asst. Mgr., ForeignDept.

Gentlemen:-

50 cases marked Banque de L'Indochine, Saigon via Manila, Nos. 151/200, consigned to Order of Banque de L' Indochine, Saigon, Notify Same at Saigon, French Indo-China, per s/s PRESIDENT POLK, from New York, November 15, 1941.

This will acknowledge your letter of the 10th instant, giving us instructions in connection with the above shipment.

In lieu of our original shipping receipt which you will return to us, we enclose a set of our bills of lading bearing No. 5936, being three signed and three non-negotiable copies, and also our invoice in triplicate for the charges for which we shall be pleased to have your early remittance.

Yours very truly,

W. T. MC DERMOTT,
Special Traffic Agent.

McD/AG

Due enclosure for filing

pec 8-12-42

Printed in U. S. A.

AMERICAN EXPRESS AFFILIATED FOREIGN OFFICES

AMSTERDAM
ANTWERP
ATHENS
BASLE
BERLIN
BOMBAY
BRUSSELS
CAIRO
CALCUTTA
CANNES
COLOMBO
COPENHAGEN
DUBLIN
EDINBURGH
FLORENCE
GENEVA
GENOA
GLASGOW
HAMBURG
HAVANA
HAVRE
HONG KONG
LIVERPOOL

AMERICAN EXPRESS COMPANY

FOREIGN TRAFFIC DEPARTMENT

FOREIGN FREIGHT CONTRACTORS

Cable Address: TRAFAMEX
65 BROADWAY
NEW YORK

CUSTOMS BROKERS
MARINE INSURANCE

GENERAL FOREIGN AGENTS—NEW YORK CENTRAL SYSTEM

AMERICAN EXPRESS AFFILIATED FOREIGN OFFICES

LONDON
LUCERNE
LUGANO
MANILA
MARSEILLES
MEXICO CITY
MILAN
MONTREAL
NAPLES
NICE
PARIS
PEIPING
PIRAEUS
ROME
ROTTERDAM
SHANGHAI
SINGAPORE
THE HAGUE
TIENTSIN
TORONTO
VENICE
YOKOHAMA
ZURICH

Nov. 15th 1941

M American Bank Note Co.

70 Broad Street

New York, N.Y.

B/L 5936 NOV 24 1941

TO AMERICAN EXPRESS COMPANY, DR.

Lot 32800

E. B. No.

RATES QUOTED ON IMPORT AND EXPORT SHIPMENTS BY EXPRESS OR FREIGHT. MARINE AND INLAND INSURANCE ON GOODS IN TRANSIT EFFECTED AT CURRENT RATES. CUSTOM HOUSE CLEARANCES ATTENDED TO BY A STAFF OF EXPERIENCED EMPLOYES. SPECIAL COMMISSIONS EXECUTED. COLLECTIONS MADE.

THE AMOUNT OF THIS BILL IN WHOLE OR IN PART REPRESENTS CASH DISBURSEMENTS BY THIS COMPANY, TEMPORARY CREDIT IS GRANTED ONLY FOR YOUR CONVENIENCE AND TO PREVENT DELAY TO GOODS IN TRANSIT. WE RESPECTFULLY REQUEST IMMEDIATE PAYMENT.

AMERICAN EXPRESS COMPANY

To charges on 50 cases marked Banque de L' Indochine, Saigon, Nos. 151/200, said to contain printed matter, value $46,250., gross weight 10683#, total measurement 250/-, consigned to ORDER Banque de L'Indochine, Saigon, notify Same at Saigon, per s/s PRES. POLK, from New York, Nov. 15, 1941.		
Transportation and the charge of the Company for arranging same from shipping terminal New York City to f.o.b. steamer at Saigon, with trans-shipment at Manila, P.I., at through rate of 4% ad valorem ---	$1850	00

NOTE
The above charges refer to American Express Co; B/L 5936, and are subject to all the terms and conditions of such B/L.

A charge for Insurance on this bill indicates, that subject to acceptance by Insurance Company Marine Insurance, subject to conditions indicated above, will be placed for your account by the American Express Company.

(957 5-39) (PRINTED IN U.S.A.)

BILL OF LADING

AMERICAN EXPRESS

SHIPPING AGENTS

TO AND FROM ALL PARTS OF THE COMMERCIAL WORLD

OFFICES OF AMERICAN EXPRESS COMPANY, THE AMERICAN EXPRESS CO., INC. AND AFFILIATED COMPANIES

(Subject to change without notice)

UNITED STATES AND CANADA
AMERICAN EXPRESS COMPANY

NEW YORK	BUFFALO	
BOSTON	DETROIT	PORTLAND, ORE.
CHICAGO	CLEVELAND	LOS ANGELES
ST. LOUIS	CINCINNATI	KANSAS CITY
SAN FRANCISCO	PITTSBURGH	SALT LAKE CITY
SEATTLE	MILWAUKEE	NEW ORLEANS
TORONTO	DENVER	ATLANTA
MONTREAL	MIAMI	DALLAS
PHILADELPHIA	MINNEAPOLIS	WASHINGTON, D. C.
BALTIMORE	NEWARK	WORCESTER, MASS.

EUROPE
THE AMERICAN EXPRESS CO., INC.

LONDON	PARIS
LIVERPOOL	HAVRE
SOUTHAMPTON	MARSEILLES
DUBLIN	NICE
GLASGOW	CANNES
EDINBURGH	MONTE CARLO
ANTWERP	LUCERNE
BRUSSELS	BASLE
ROTTERDAM	ZURICH
AMSTERDAM	GENEVA
THE HAGUE	LUGANO
VIENNA	ATHENS
BUDAPEST	PIRAEUS
INTERLAKEN	

EUROPE
AMERICAN EXPRESS CO., S. A. I.

GENOA	NAPLES
ROME	FLORENCE
MILAN	VENICE

AMERICAN EXPRESS CO., M. B. H.
HAMBURG — BERLIN
MUNICH

AMERICAN EXPRESS CO., A/S
COPENHAGEN

AMERICAN EXPRESS (HELLAS)—TRAVEL & SHIPPING, A. E.
ATHENS

ASIA
THE AMERICAN EXPRESS CO., INC.

MANILA	BOMBAY
HONG KONG	CALCUTTA
SHANGHAI	COLOMBO
PEIPING	YOKOHAMA
TIENTSIN	SINGAPORE

AFRICA & ASIA MINOR
THE AMERICAN EXPRESS CO., INC.
CAIRO — JERUSALEM

CUBA
HAVANA

(B/L No. 5936 Booking No. _____)

RECEIVED from American Bank Note Co. (hereinafter referred to as the shipper)

at New York, bill of lading or receipt of railroad company, steamship company or other carrier and/or other documents said to control the following described property, for the purposes hereinafter set forth and subject to the terms and provisions written, printed or stamped on the face and back hereof, said property being in apparent good order and condition except as noted, the weight contents and condition of contents of packages being unknown to the Company, (as defined in Paragraph 13 on the back hereof) to be forwarded via port of New York and thence by SS PRES. POLK (special stowage) scheduled to sail (or sailed) Nov. 15, 1941 transhipping str. to Saigon or by the next or other available steamer or line to the port of Manila, thence or so near thereto as the steamer may safely go, with liberty to call at any port or ports in or out of the customary route, arrangements to be made by the Company for delivery of said property as hereinafter provided:

CONSIGNEE ORDER Banque de L'Indochine

DESTINATION Saigon, French Indo-China

NOTIFY Banque de L'Indochine

AT Saigon, French Indo-China

(When the form of consignment is "to order" the full name and address of party to be notified of arrival of goods at foreign port should be entered)

IN BOND TO _____

Apply for delivery to Chartered Bank of India, Australia & China, Ltd., Saigon, French Indo-China

If instructions to notify are entered above, the duty to notify shall be solely upon the Railroad Company or other "Carrier" performing the final carriage to destination and not upon the Company.

MARKS AND NUMBERS (as declared by shipper)	DESCRIPTION (as declared by shipper)	SUBJECT TO CORRECTION WEIGHT (as declared by shipper)	SUBJECT TO CORRECTION CUBIC MEASUREMENT
Banque de L'Indochine Saigon Via Manila Nos. 151/200	FIFTY (50) Cases said to contain PRINTED MATTER Value declared by shipper $46,250., (Fortysix thousand two hundred and fifty dollars) The Company not to be liable for loss by violence of any sort, nor for robbery or holdup, nor for confiscation, loss or enforced detention by any Government, whether in law or in fact, or by any person or persons.	10,683#	250/-

NON-NEGOTIABLE

THIS BILL OF LADING IS SUBJECT TO WAR CLAUSES OF STEAMSHIP LINE OR VESSEL IN WHICH GOODS ARE SHIPPED.

IT IS AGREED THAT NO LIABILITY SHALL ATTACH TO THIS COMPANY FOR DELAYS OR AMERICAN EXPRESS COMPANY FOR DELAYS RESULTING FROM INTERRUPTION OF STEAMSHIP OR FOREIGN RAILROAD SERVICES OR ADDITIONAL CHARGES RESULTING THEREFROM.

THE COMPANY (as defined in paragraph 13 on the back hereof) agrees, subject to the terms and conditions on the face and back of this document, to act as shipping agent for the Shipper, and as such to make arrangements for the transportation of the property above described by service of railroad, ship, lighter or any Carrier or medium of transportation (herein referred to as the "Carrier" or "Carriers") to be designated by the shipper or in default of such designation to be selected by the Company for and on behalf of the shipper, owner, consignee or holder of this document. Such arrangements may be in accordance with and subject to the rules, regulations, customs, statutes or other law governing or limiting the liability of the "Carriers", and subject to the terms and conditions of said "Carriers" several receipts and bills of lading including any special clauses stamped, printed or written thereon or of contracts which may be issued by or entered into with the "Carriers", and with respect to transportation by railroad or other "Carrier" within the United States and/or Canada subject to the classifications and tariffs on file with the Interstate Commerce Commission and/or the Canadian Railway Commission and the rules and regulations of said bodies respectively; and the Company is authorized by the shipper to accept from "Carriers" bills of lading, receipts, or contracts in which no value is declared or containing clauses limiting the liability of the "Carriers." The Company may receive bills of lading or receipts for, or arrange for the transportation of, the property above described, either in the name of the shipper or in the name of the Company, and such bills of lading, receipts, and/or arrangements may cover other property belonging to other parties. The Company may also at its option enclose the property above described in a case with other packages. The shipper agrees to waive any prior inspection of bills of lading or receipts issued by any "Carrier" and hereby ratifies and confirms the terms and conditions of any arrangement or transportation or bill of lading or receipt now or hereafter entered into or received by the Company in connection herewith.

If the word "order" is written herein immediately before or after the name of the party to whom the property is consigned, the surrender of this document properly endorsed shall be required before the delivery of the property at destination. The Company is hereby authorized by the shipper, owner, consignee and holder of this document to effect delivery of said property to any person presenting this document duly endorsed and the effecting of such delivery to any person presenting this document duly endorsed shall be a full performance of the duty of the Company hereunder. If any other than the aforesaid form of consignment is used herein, the said property may at the option of the Company be delivered without requiring the production or surrender of this document.

per letter 2/6/42

TRANSPORTATION AND CHARGE OF THE COMPANY FOR ARRANGING SAME:

FROM New York TO f.o.b. steamer at Saigon with transhipment at Manila. Prepaid COLLECT PREPAID

Such goods at and/or from Saigon and all arrangements with respect to them to be solely at shipper's risk.

INSURANCE AND SERVICE CHARGES _____ COLLECT PREPAID

MARINE INSURANCE SEE * BELOW. AMOUNT _____

NO INSURANCE DESIRED BY SHIPPERS FOR THEIR ACCOUNT

SUBJECT TO DETENTION, FIRE INSURANCE AND/OR STORAGE CHARGES AT PORT OF EXIT AS PROVIDED IN OFFICIAL EXPRESS CLASSIFICATION AND TARIFFS OR OTHERWISE

CONDITIONS OF INSURANCE:

Transportation charges do not include charges for duties, customs or revenue items, service for customs clearance, port or terminal charges or expenses, or cartage to consignees local address. The shipper, consignee and/or owner of the goods or the holder of this document shall pay the charges of the aforesaid "carriers," the expenses of customs entry, taxes and other charges incidental to transportation, including any and all charges or expenses for storage, wharfage, labour, cartage, lighterage, hoisting, handling or transshipment, or resulting from any interruption of service, or delay, and charges for special services.

* The Company shall be under no obligation to arrange for any insurance on the property above described on behalf of the shipper, owner, consignee or holder of this document, unless the shipper at time of shipment expressly so instructs in writing and the amount of insurance to be arranged is noted on face hereof. Such insurance is to be arranged with one or more Insurance Companies or other Underwriters to be selected by the Company on behalf of shipper, owner, consignee or holder of this document, and such insurance will be governed by the certificate or policy issued, and will only be effective when the risk has been accepted by such Insurance Companies or other Underwriters. Any charge made for valuation is an additional charge relating to transportation and not to insurance.

The Company does not represent that this is a "shipped" or "on board" bill of lading or that the property above described is on board any steamship or other vessel at the time of issuance hereof.

In accepting this document the shipper, owner and consignee of said property and the holder of this document agree to be bound by all its terms and provisions whether written, printed or stamped hereon and whether on the face or back hereof as fully as if they were all signed by such shipper, owner, consignee or holder.

IN WITNESS WHEREOF the undersigned company hath affirmed to Three (3) bills of lading all of this tenor and date one of which being accomplished, the others to stand null and void.

AMERICAN EXPRESS COMPANY

Dated at New York, N.Y. Nov. 15th 1941

By _____

ENDORSEMENTS

1. It is agreed that the Company is the shipping agent of the Shipper, with respect to the property described on the face of this document, and does not act as a carrier, and that the Company shall not be liable in any manner as a carrier, and shall have performed its whole duty with respect to said property when it makes arrangements for same to be delivered to a "carrier" for transportation and receives therefor a bill of lading or receipt, or makes arrangement for transportation to a port of entry or customary railway station for the destination set forth herein. In the event that the Company shall not receive from the "carrier" a through bill of lading or receipt to such port of entry or railway station, the Company agrees, subject to the terms and conditions on the face and back of this document, as agent for the shipper, to make such arrangements as may be practicable at the port or ports of transshipment for the transfer, transshipment and/or forwarding, of said property to a port of entry or customary railway station for the destination designated herein. Upon making such arrangements at said port or ports of transshipment, the Company shall be deemed to have performed its whole duty with respect to such property.

Should there be any interruption in service via designated or customary routes of "carriers", the Company may without notice to the shipper cause the property to be forwarded via other routes or "carriers".

The terms of this document shall not be set aside or otherwise affected by any unlawful deviation of a "Carrier", and in case of such deviation claim shall lie only against the "Carrier" and not against the Company.

2. The Company shall in no event be liable or responsible for any loss of or damage or delay to said property caused by the acts, negligence or default of any "carrier" or "carriers" or of any officer or employee thereof, or occurring while the property above described is in the custody of any "carrier".

The Company assumes no obligation for delivery of the property within any specified time and shall not be liable for any delay, or loss or expense resulting therefrom or due to any act, neglect or default of any carrier, or to the failure of any carrier to furnish proper or adequate service, or to congestion, or to the inability of the Company to obtain transportation facilities.

It is agreed that any claim or demand for loss, damage or delay shall lie only against the "carrier" having actual custody of the property en route, and that the Company shall not be liable or responsible for any claim or demand hereunder from any cause whatsoever unless in each case the damages alleged to have been suffered be proven to have been caused by the negligence of the Company or of its officers or employees.

3. The Company shall in no event be liable for any loss, damage or delay to said property or to any part thereof occasioned by Act of God; by perils, dangers or accidents of the sea or other navigable waters, or of navigation or transportation of whatsoever nature or kind; or by any act, neglect or default of the master, mariner, pilot or servants of the "Carrier" in the navigation or in the management of the ship; by fire or explosion from any cause whatsoever occurring; by theft or pilferage by any person whatsoever; by arrest or restraint of governments, princes, rulers or peoples, or those purporting to exercise governmental or other authority; by legal process or seizure thereunder or stoppage in transit; by fumigation or other acts or requirements of quarantine or sanitary authorities or by quarantine restrictions; by epidemics, pestilence, riots, civil commotions or rebellions; by act of war or by any of the dangers incident to a state of war, or by acts of any person or group of persons purporting to wage war, or to act as a belligerent; by act of public enemies; by strikes or lockouts, or stoppage or restraint of labor, or labor troubles, whether of carrier's employees or others; by unseaworthiness of any vessel, lighter or other craft whatsoever although existing at time of shipment on board thereof or at the beginning of the voyage and whether due to latent defect or otherwise; by water, heating or effects of climate, frost, decay, smell, taint, rust, sweat, dampness, mildew, spotting, rain or spray, inherent vice, vermin, breakage, drainage, leakage; wastage in bulk or weight or any other loss or damage arising from inherent defect, quality, or vice of the goods; improper or insufficient packing; inaccuracies or obliterations, errors, insufficiency, inadequacy or absence of marks, numbers, address or description of goods; nor for breakage of any fragile articles or damage to any materials consisting of or contained in glass; any act of the ship in saving or attempting to save life or property at sea; any act or omission of the shipper or owner of the goods; nor shall this Company be held liable or responsible for any damage to or resulting from dangerous, corrosive, explosive or inflammable goods, even if the true nature has been declared to the Company; nor for neglect, damage, accident to or escape or mortality of any animals or birds received by the Company hereunder, from any cause whatsoever. Nothing contained in this paragraph or in this document, however, shall be deemed to release, limit or otherwise prejudice any claim which either the Company or the shipper, consignee or owner of the said property may have against any "carrier" by reason of any loss, damage or delay to said property.

4. The Company shall in no event be or become liable for any loss or damage to or in connection with said goods in an amount exceeding $500. per package, lawful money of the United States, or in case of goods not shipped in packages, the customary freight unit, or the equivalent of that sum in other currency, unless the nature and value of such goods have been declared by the shipper before shipment and stated herein and a transportation charge for valuation and the charge of the Company for arranging same paid or agreed to be paid.

5. No suit to recover for any claim or demand hereunder shall in any event be maintainable against the Company unless brought within one year after the delivery of the aforesaid property to the consignee or within one year after the date when the aforesaid property should have been so delivered. In so far as any claim hereunder shall not be subject to the "Carriage of Goods by Sea Act" of the United States, the Company shall in no event be liable for any act, omission or default hereunder unless a claim therefore in writing shall be presented to it at point of shipment within six (6) months after date of shipment, in a statement to which this document and sworn proof of claim shall be attached. No agent or employee of the Company shall have authority to alter or waive any of the requirements of this paragraph.

6. It is further agreed that since the Company and the "carriers" which will transport and handle this shipment, will have no control over the shipment while in custody of government officials, a full and complete delivery will be deemed to have been made when the shipment shall have been delivered to custom house, government, or other authorities when so required by the law or custom regulations in force in country of destination; also if destination be an interior point, shipment may be stopped in transit at foreign ports, frontiers or depositories and held at owner's risk pending examination, assessment and payment of duties, customs fees and other charges, all of which shall be a lien on the property. While holding in warehouses wherever situated or to whomsoever belonging, or during any interruption or detention in transit or at ports of transshipment or at destination, shipment will be at owner's risk and expense, and any expenses or charges accruing for storage, duties, taxes, customs or other items, shall be payable to the Company on demand, by the shipper, owner, consignee or holder of this document. The shipper agrees to furnish such papers or documents as may be necessary to enable the Company to forward the said property to destination.

If the Company is to collect from the consignee, before delivery of the property above described, any sum of money, whether on behalf of the shipper or on behalf of the Company or otherwise, the Company may allow the property above described to remain in the custody of the customs officials or others and/or detain same at port of first arrival or interior (at the option of the Company) whether in warehouse, depot or elsewhere, until such sum of money is received from the original or substituted consignee or owner.

7. In the event that any charges or monies are to be collected from the consignee whether on behalf of the shipper, of the Company or otherwise and the same are not paid, or in event that the consignee cannot be found or refuses to receive the shipment, or if for any other reason the shipment is not delivered, the Company reserves the right to permit or cause the disposal thereof in accordance with the laws, rules or practices of the country of destination (or other country if detained at port of arrival or frontier), or if the shipment is not consigned to order, to deliver it on the instructions of the shipper to a person other than the consignee named herein, or to order it to be returned at shipper's expense, subject to the conditions of this document. The Company may however, permit or cause the shipment to be sold in accordance with the laws, rules or practices of the country of destination (or other country if detained at port of arrival or frontier), in order to satisfy any charges and expenses thereon, and in the event that the available proceeds of the sale fail to cover such charges, or in the event of disposal as aforesaid, the Company shall be entitled to recover from the shipper, owner, consignee or holder of this document any balance remaining due, or in the event of confiscation, destruction, or perishing of the shipment, or loss or damage thereto, the shipper, owner, consignee or holder of this document will pay all accrued charges of whatsoever nature.

8. The Company will not in any event be liable for any shipment of platina, gold, gold dust, silver, bullion, or other precious metals, coins, jewelry, bills of any bank or public body, diamonds or other precious stones or any gold or silver in a manufactured or unmanufactured state, watches, clocks or time-pieces of any description, trinkets, orders, notes or securities for payment of money, coupons, stamps, maps, writings, title-deeds, printings, engravings, pictures, gold or silver plate or plated articles, glass, china, silks in a manufactured or unmanufactured state, furs, lace, field and other glasses, or other valuables, unless at the time of delivering to the Company such shipment or the documents covering the same, a written notice of the true character and value thereof be given to the Company notation thereof be made on this document, and a transportation charge for valuation and the charge of the Company for arranging same, be paid or agreed to be paid. The inclusion by the shipper of the afore-mentioned or other valuables in packages with other merchandise is prohibited.

9. Any fines, penalties, expenses, loss or damage which the Company or any "carrier" transporting or handling this property may incur or suffer on account of insufficiency of packing or packages, incorrect or insufficient marking of packages or description of contents, or the dangerous nature of such contents, or the non-conformity with customs, quarantine or other laws, regulations or requirements or from undervaluation or misdescription of the property by shipper, owner or consignee, or from erroneous invoices, or from any other cause, shall be paid on demand by the shipper, owner, consignee or holder of this document, and a lien may be enforced upon the goods for the payment thereof.

Any person who shall omit to fully declare the nature of any explosive, inflammable or otherwise dangerous matter, and to plainly mark the nature of the contents on the outside of the package, will render himself liable for any damage or penalties arising from such goods, whether such shipper shall be aware of the nature of such goods or not and whether such shipper shall be principal or agent only.

10. The shipper, owner, consignee or holder of this document agrees to accept from the Company a bill of lading, delivery order or other document entitling the holder thereof to receive delivery of the said property from the "carrier" in whose possession said property may be at destination; and the delivery of such bill of lading, delivery order or other document to the shipper, owner, consignee or holder of this document shall be a full performance of the Company's obligation hereunder to make arrangements for the delivery and/or to effect delivery of said property.

11. In the event of this document being issued at an interior point in the United States or Canada in exchange for railroad, express or other carrier's bill of lading or receipt the company shall be under no obligation to take any action whatsoever hereunder with reference to said property until the same has reached the destination specified in the said bill of lading or receipt of said railroad, express company or other carrier, and said Carrier there tenders delivery of said property to the Company.

12. In all cases where the shipment involves importation into or exportation from the United States of America, any claim, demand or question arising out of this shipment and document shall be determined according to the law of the State of New York, including, so far as applicable, any statute or other law of the United States of America.

13. "THE COMPANY", as the term is used both on the face and on the back of this document, shall be deemed to refer either to (1) the company issuing this document, whether it be the American Express Company, The American Express Co., Inc., or one of the companies affiliated therewith as listed on the face hereof; or (2) any one of said companies receiving the above described property and documents controlling the same, for the purpose of participating in carrying out the obligations of this document; in such latter event, upon receipt of such property and documents from the company issuing this instrument, the obligation of the said issuing company for performance of any further acts under this document shall cease, and thereafter such obligations, together with the benefit of any relevant provisions of this document, shall be that of the company so receiving the property and documents.

14. In so far as the United States Carriage of Goods by Sea Act shall apply to the obligations of the Company under this document, this document shall have effect subject to the provisions of said Act.

NOTICE: In view of the fact that many of the bills of lading, receipts, etc., in use by the "carriers" contain provisions requiring extremely short notice of claim for loss or damage to goods, consignees are warned for their own protection to give immediate notice of claim in writing in case of loss or damage to this shipment to the last "carrier" from which such consignees take delivery. If loss or damage is discovered or suspected before removal of the property from wharf, warehouse, railroad station or other medium of delivery by the "carrier", notice of claim in writing should be given to said "carrier" by consignee before removal of the goods.

Articles of a fragile or breakable nature should be carefully packed and securely boxed; when the goods are susceptible to damage by the elements, dampness or mildew or otherwise, they should be packed in metal or other properly lined cases, or if of a character to invite theft or pilferage, the cases should be securely strapped, corded and sealed. Before offering shipments of an explosive, inflammable or dangerous nature, shippers should specially inquire of the Company to ascertain whether arrangements for transportation can be made and conditions thereof. (See also paragraph 9 above.)

CERTIFICAT D'ORIGINE ET FACTURE CONSULAIRE

Certificate of Origin and Consular Invoice

French Large Form No. 12—Printed and Sold by Unz & Co., 24 Beaver Street, New York. U 96991

Nous, soussignés American Bank Note Company, New York, N. Y. *déclarons que les marchandises*
The undersigned, (Name and Address of Owner, Agent, Shipper, etc.) declare that the

ci-après désignées, embarquées sur le S.S. "President Polk" *à la date du* November 15, 1941.
following mentioned goods shipped on the on (date)

consignées à M Banque de L'Indochine, Saigon, French Indo-China, *sont originaires*
consigned to (Name and Address of Consignee) are of United States of

des Etats-Unis de l'Amérique du Nord et vendues par des maisons établies dans les Etats-Unis de l'Amérique du Nord et
North America origin and sold by firms established in the United States of North America and

que la vente a été effectivement conclue dans le pays d'origine. Nous certifions en outre sincère et véritable la présente facture.
that the sale was effectively concluded in the country of origin. We moreover certify that the present invoice is true and correct.

C. I. E. NOV 21 1941

MARQUES ET NUMEROS Marks and Numbers	NOMBRE DE PAQUETS ou COLIS ou CAISSES Number of Packages Boxes or Cases	POIDS Weight BRUT Gross	POIDS Weight NET	DESCRIPTION	VALEUR Value
Banque de L'Indochine, Saigon, via Manila. #151/200	Fifty (50) cases	4,854 kilos	3,900 kilos	5,000,000 Bank Notes	$46,250.00
				TOTAL..	$46,250.00

Prété serment devant moi, ce 19th *jour* November, 1941
Sworn to before me this day of

Fait à New York, *le* November 19, 1941.
Dated at on the (date)

American Bank Note Company

(Signature)

Secretary-Comptroller.

C.P.F.
NOV 21 1941

By hand

November 19, 1941.

Mr. R. Soliva,
c/o French American Banking Corporation,
31 Nassau Street,
New York, N.Y.

Dear Mr. Soliva:

For your information we enclose herewith a copy of our letter of the 10th instant to the Banque de l'Indochine at Saigon advising partial shipment of our contract of April 21, 1941.

Yours very truly,

Asst. Manager Foreign Department.

JJG:grl
Encl.

C. D. F.
NOV 27 1941

Nov. 26, 1941

S E E : Mr. GWTC letter to Amer.Ex.Co. . . . . filing copy in pckt: FE/#2
BANK of CHINA

re: shipments to Manila and China .....

in connection with shipments to:

Central Bank of China
Banque de l'Indochine
Bank of Communications

264

C. D. R.
MAR -6 1942

March 5, 1942.

Bankers Trust Company,
14 Wall Street,
New York, N.Y.

Attn. Mr. Rath,
Asst. Treasurer

Dear Sirs:-

In accordance with instructions received by us from French American Banking Corporation in New York, we are today delivering to you seventy-five (75) cases, Nos. 201/275, marked:

Banque de l'Indochine,

containing:

5,000,000 Notes, 1 Piastre,
2,500,000 Notes, Blank Piastres (size 6" x 2-1/2")

Enclosed herewith please find our packing list giving in detail the contents of the above cases.

Yours very truly,

Asst. Manager Foreign Department.

JJG:grl
Encl.

PLATES ENGRAVED ONLY ON CONDITION THAT THEY REMAIN IN THE CUSTODY OF THIS COMPANY.

American Bank Note Company,

70 BROAD STREET,

New York, March 5, 1942.

C. I. R. MAR -6 1942

PACKING LIST

Banque de L'Indochine,
Saigon,
French Indo-China.

MARKS AND NUMBERS

Banque de L'Indochine.
#201/275

OUR ORDER F11007/8 YOUR ORDER April, 1941. TOTAL NO. OF CASES 75

PER S.S. SCHEDULED TO SAIL FROM

CASE NUMBERS	CONTENTS	NUMBERS OF NOTES	Alphabet Letter and Number
	(Identification Letter "E")		
201	100,000 Notes, 1 Piastre,	20000001-20100000	A801 to W804
202	100,000 " 1 "	20100001-20200000	A805 to W808
203	100,000 " 1 "	20200001-20300000	A809 to W812
204	100,000 " 1 "	20300001-20400000	A813 to W816
205	100,000 " 1 "	20400001-20500000	A817 to W820
206	100,000 " 1 "	20500001-20600000	A821 to W824
207	100,000 " 1 "	20600001-20700000	A825 to W828
208	100,000 " 1 "	20700001-20800000	A829 to W832
209	100,000 " 1 "	20800001-20900000	A833 to W836
210	100,000 " 1 "	20900001-21000000	A837 to W840
211	100,000 " 1 "	21000001-21100000	A841 to W844
212	100,000 " 1 "	21100001-21200000	A845 to W848
213	100,000 " 1 "	21200001-21300000	A849 to W852
214	100,000 " 1 "	21300001-21400000	A853 to W856
215	100,000 " 1 "	21400001-21500000	A857 to W860
216	100,000 " 1 "	21500001-21600000	A861 to W864
217	100,000 " 1 "	21600001-21700000	A865 to W868
218	100,000 " 1 "	21700001-21800000	A869 to W872
219	100,000 " 1 "	21800001-21900000	A873 to W876
220	100,000 " 1 "	21900001-22000000	A877 to W880
221	100,000 " 1 "	22000001-22100000	A881 to W884
222	100,000 " 1 "	22100001-22200000	A885 to W888
223	100,000 " 1 "	22200001-22300000	A889 to W892
224	100,000 " 1 "	22300001-22400000	A893 to W896
225	100,000 " 1 "	22400001-22500000	A897 to W900
226	100,000 " 1 "	22500001-22600000	A901 to W904
227	100,000 " 1 "	22600001-22700000	A905 to W908
228	100,000 " 1 "	22700001-22800000	A909 to W912
229	100,000 " 1 "	22800001-22900000	A913 to W916
230	100,000 " 1 "	22900001-23000000	A917 to W920
231	100,000 " 1 "	23000001-23100000	A921 to W924
232	100,000 " 1 "	23100001-23200000	A925 to W928
233	100,000 " 1 "	23200001-23300000	A929 to W932
234	100,000 " 1 "	23300001-23400000	A933 to W936
235	100,000 " 1 "	23400001-23500000	A937 to W940
236	100,000 " 1 "	23500001-23600000	A941 to W944
237	100,000 " 1 "	23600001-23700000	A945 to W948
238	100,000 " 1 "	23700001-23800000	A949 to W952
239	100,000 " 1 "	23800001-23900000	A953 to W956
240	100,000 " 1 "	23900001-24000000	A957 to W960
241	100,000 " 1 "	24000001-24100000	A961 to W964
242	100,000 " 1 "	24100001-24200000	A965 to W968
243	100,000 " 1 "	24200001-24300000	A969 to W972
244	100,000 " 1 "	24300001-24400000	A973 to W976
245	100,000 " 1 "	24400001-24500000	A977 to W980
246	100,000 " 1 "	24500001-24600000	A981 to W984
247	100,000 " 1 "	24600001-24700000	A985 to W988
248	100,000 " 1 "	24700001-24800000	A989 to W992
249	100,000 " 1 "	24800001-24900000	A993 to W996
250	100,000 " 1 "	24900001-25000000	A997 to W1000

Banque de L'Indochine March 5, 1942.

Case numbers	Contents	Numbers of Notes	Alphabet Letter and Number
251	100,000 Notes, Blank Piastres (6x2⅛")	00000001-00100000	A1 to W4
252	100,000 " " " "	00100001-00200000	A5 to W8
253	100,000 " " " "	00200001-00300000	A9 to W12
254	100,000 " " " "	00300001-00400000	A13 to W16
255	100,000 " " " "	00400001-00500000	A17 to W20
256	100,000 " " " "	00500001-00600000	A21 to W24
257	100,000 " " " "	00600001-00700000	A25 to W28
258	100,000 " " " "	00700001-00800000	A29 to W32
259	100,000 " " " "	00800001-00900000	A33 to W36
260	100,000 " " " "	00900001-01000000	A37 to W40
261	100,000 " " " "	01000001-01100000	A41 to W44
262	100,000 " " " "	01100001-01200000	A45 to W48
263	100,000 " " " "	01200001-01300000	A49 to W52
264	100,000 " " " "	01300001-01400000	A53 to W56
265	100,000 " " " "	01400001-01500000	A57 to W60
266	100,000 " " " "	01500001-01600000	A61 to W64
267	100,000 " " " "	01600001-01700000	A65 to W68
268	100,000 " " " "	01700001-01800000	A69 to W72
269	100,000 " " " "	01800001-01900000	A73 to W76
270	100,000 " " " "	01900001-02000000	A77 to W80
271	100,000 " " " "	02000001-02100000	A81 to W84
272	100,000 " " " "	02100001-02200000	A85 to W88
273	100,000 " " " "	02200001-02300000	A89 to W92
274	100,000 " " " "	02300001-02400000	A93 to W96
275	100,000 " " " "	02400001-02500000	A97 to W100

SEC. CLEAR. DEPT.

BANKERS TRUST COMPANY
NEW YORK

file

RECEIVED THE FOLLOWING FOR ACCOUNT OF

FRENCH AMERICAN BANKING CORP.
31 NASSAU ST.
NEW YORK CITY

DATE RECEIVED 3/5/42

CONTROL NO.

75 CASES	MARKED #201/275 BANQUE DE L INDOCHINE

C. P. R.
MAR 2,3 1942

RECEIVED FROM AMERICAN BANK NOTE CO.

INSTRUCTIONS:

NOT NEGOTIABLE
BANKERS TRUST COMPANY

AUTHORIZED SIGNATURE

G. 544

C. P. R.

MAR - 7 1942

March 6, 1942.

Guaranty Trust Company,
140 Broadway,
New York, N.Y.

Attn. Mr. S. D. Post,
2nd Vice President.

Dear Sirs:-

In accordance with instructions received by us from French American Banking Corporation in New York, we are today delivering to you seventy-five (75) cases, Nos. 276/350, marked:

Banque de l'Indochine.

containing: 5,000,000 Notes, 1 Piastre
2,500,000 Notes, Blank Piastres (size 6" x 2-1/2").

Enclosed please find our packing list giving in detail the contents of the cases.

Yours very truly,

Asst. Manager Foreign Department.

JJG:grl
Encl.

file

7-38-3M

FORM 35-4-98

Guaranty Trust Company of New York

140 BROADWAY, NEW YORK

$ _____

NEW YORK, March 6, 194-

RECEIVED FROM American Bank Note Company

75 Cases marked Banque de L'Indochine

Numbered 276/350 for a/c French American

Banking Corporation

C. P. R.
MAR 2:3 1942

GUARANTY TRUST CO. OF N. Y.

By _____

AUTHORIZED OFFICIAL

ask Mr

O. F. K.
MAR - 7 1942

March 6, 1942.

French American Banking Corporation,
31 Nassau Street,
New York, N.Y.

BANQUE DE L'INDOCHINE

Dear Sirs:-

In accordance with the instructions contained in your two (2) letters, one of February 20th and one dated February 25th, C3328, we delivered on the 5th instant to Bankers Trust Company, 9 Pine Street, New York City, seventy five (75) cases, Nos. 201/275, containing:

5,000,000 Notes, 1 Piastre, Identification letter "E"
Alphabet Letters and Numbers
A to W 801 to 1000
Nos. 20000001 - 25000000

2,500,000 Notes, Blank Piastres (Size 6" x 2-1/2")
Alphabet Letters and Numbers
A to W 1 to 100
Nos. 00000001 - 02500000

And we are today delivering to Guaranty Trust Company, Liberty Street Entrance, New York City, seventy five (75) cases, Nos. 276/350, containing:

5,000,000 Notes, 1 Piastre, Identification Letter "F",
Alphabet Letters and Numbers
A to W 1001-1200
Nos. 25000001-30000000

2,500,000 Notes, Blank Piastres (Size 6" x 2-1/2")
Alphabet Letters and Numbers
A to W 101 to 200
Nos. 02500001-05000000

per 1/9/45 (2)

French American Banking Corporation. March 6, 1942.

Enclosed please find a copy of each of our letters* to the above companies together with a copy of the respective packing lists mentioned therein.

We now have on hand fifteen (15) cases, ready for delivery, containing:

756,000 Notes, Blank Piastres (Size 7" x 3")
Alphabet Letters and Numbers
A to W 1 to 30
A to F 31
Nos. 00000001-00756000

and - - - 4,244,000 Notes, Blank Piastres (Size 7" x 3")
in sheets, unnumbered and uncased.

Yours very truly,

Asst. Manager Foreign Department.

JJG:grl
Encls.

* Bankers Trust Co - dated 3/5
Guaranty Trust Co - date 3/6

American Bank Note Company,

70 BROAD STREET,

New York, March 6, 1942.

PACKING LIST

MARKS AND NUMBERS

Banque de L'Indochine,
Saigon,
French Indo-China.

Banque de L'Indochine.
#276/350

OUR ORDER F1100 7/8 — YOUR ORDER April, 1941. — TOTAL NO. OF CASES 75

PER S.S. — SCHEDULED TO SAIL FROM

CASE NUMBERS	CONTENTS	NUMBERS OF NOTES	Alphabet Letter and Number
276	100,000 Notes, Blank Piastres (6x2½")	02500001-02600000	A101 to W104
277	100,000 " " " "	02600001-02700000	A105 to W108
278	100,000 " " " "	02700001-02800000	A109 to W112
279	100,000 " " " "	02800001-02900000	A113 to W116
280	100,000 " " " "	02900001-03000000	A117 to W120
281	100,000 " " " "	03000001-03100000	A121 to W124
282	100,000 " " " "	03100001-03200000	A125 to W128
283	100,000 " " " "	03200001-03300000	A129 to W132
284	100,000 " " " "	03300001-03400000	A133 to W136
285	100,000 " " " "	03400001-03500000	A137 to W140
286	100,000 " " " "	03500001-03600000	A141 to W144
287	100,000 " " " "	03600001-03700000	A145 to W148
288	100,000 " " " "	03700001-03800000	A149 to W152
289	100,000 " " " "	03800001-03900000	A153 to W156
290	100,000 " " " "	03900001-04000000	A157 to W160
291	100,000 " " " "	04000001-04100000	A161 to W164
292	100,000 " " " "	04100001-04200000	A165 to W168
293	100,000 " " " "	04200001-04300000	A169 to W172
294	100,000 " " " "	04300001-04400000	A173 to W176
295	100,000 " " " "	04400001-04500000	A177 to W180
296	100,000 " " " "	04500001-04600000	A181 to W184
297	100,000 " " " "	04600001-04700000	A185 to W188
298	100,000 " " " "	04700001-04800000	A189 to W192
299	100,000 " " " "	04800001-04900000	A193 to W196
300	100,000 " " " "	04900001-05000000	A197 to W200
	(Identification Letter "F")		
301	100,000 Notes, 1 Piastre,	25000001-25100000	A1001 to W1004
302	100,000 " 1 "	25100001-25200000	A1005 to W1008
303	100,000 " 1 "	25200001-25300000	A1009 to W1012
304	100,000 " 1 "	25300001-25400000	A1013 to W1016
305	100,000 " 1 "	25400001-25500000	A1017 to W1020
306	100,000 " 1 "	25500001-25600000	A1021 to W1024
307	100,000 " 1 "	25600001-25700000	A1025 to W1028
308	100,000 " 1 "	25700001-25800000	A1029 to W1032
309	100,000 " 1 "	25800001-25900000	A1033 to W1036
310	100,000 " 1 "	25900001-26000000	A1037 to W1040
311	100,000 " 1 "	26000001-26100000	A1041 to W1044
312	100,000 " 1 "	26100001-26200000	A1045 to W1048
313	100,000 " 1 "	26200001-26300000	A1049 to W1052
314	100,000 " 1 "	26300001-26400000	A1053 to W1056
315	100,000 " 1 "	26400001-26500000	A1057 to W1060
316	100,000 " 1 "	26500001-26600000	A1061 to W1064
317	100,000 " 1 "	26600001-26700000	A1065 to W1068
318	100,000 " 1 "	26700001-26800000	A1069 to W1072
319	100,000 " 1 "	26800001-26900000	A1073 to W1076
320	100,000 " 1 "	26900001-27000000	A1077 to W1080
321	100,000 " 1 "	27000001-27100000	A1081 to W1084
322	100,000 " 1 "	27100001-27200000	A1085 to W1088
323	100,000 " 1 "	27200001-27300000	A1089 to W1092
324	100,000 " 1 "	27300001-27400000	A1093 to W1096
325	100,000 " 1 "	27400001-27500000	A1097 to W1100

Banque de L'Indochine March 6, 1942.

Case Numbers	Contents	Numbers of Notes	Alphabet Letter and Number
326	100,000 Notes, 1 Piastre,	27500001-27600000	A1101 to W1104
327	100,000 " 1 "	27600001-27700000	A1105 to W1108
328	100,000 " 1 "	27700001-27800000	A1109 to W1112
329	100,000 " 1 "	27800001-27900000	A1113 to W1116
330	100,000 " 1 "	27900001-28000000	A1117 to W1120
331	100,000 " 1 "	28000001-28100000	A1121 to W1124
332	100,000 " 1 "	28100001-28200000	A1125 to W1128
333	100,000 " 1 "	28200001-28300000	A1129 to W1132
334	100,000 " 1 "	28300001-28400000	A1133 to W1136
335	100,000 " 1 "	28400001-28500000	A1137 to W1140
336	100,000 " 1 "	28500001-28600000	A1141 to W1144
337	100,000 " 1 "	28600001-28700000	A1145 to W1148
338	100,000 " 1 "	28700001-28800000	A1149 to W1152
339	100,000 " 1 "	28800001-28900000	A1153 to W1156
340	100,000 " 1 "	28900001-29000000	A1157 to W1160
341	100,000 " 1 "	29000001-29100000	A1161 to W1164
342	100,000 " 1 "	29100001-29200000	A1165 to W1168
343	100,000 " 1 "	29200001-29300000	A1169 to W1172
344	100,000 " 1 "	29300001-29400000	A1173 to W1176
345	100,000 " 1 "	29400001-29500000	A1177 to W1180
346	100,000 " 1 "	29500001-29600000	A1181 to W1184
347	100,000 " 1 "	29600001-29700000	A1185 to W1188
348	100,000 " 1 "	29700001-29800000	A1189 to W1192
349	100,000 " 1 "	29800001-29900000	A1193 to W1196
350	100,000 " 1 "	29900001-30000000	A1197 to W1200

O. I. R.
SEP 21 1943

September 20, 1943.

French American Banking Corporation,
31 Nassau Street,
New York 5, N.Y.

Attn. Mr. M. S. St. Germain
Re: Banque de l'Indochine

Dear Sirs:-

Further to our letter of September 10th and in confirmation of the advice given you by telephone, we beg to advise having shipped on the 17th by air express, in accordance with the instructions transmitted to us with your letter of August 27th, ten (10) packages, containing:

100,000 Notes 1000 Francs - Nos. 00756001-00856000
Alphabet letters and Nos. G31 - G35
200 Specimens of same

which were prepared against your order of August 5th.

Enclosed please find our bill in triplicate in the amount of $486.78 covering the printing of these notes together with the air express transportation to Hamilton Field and War and Marine insurance from here to Nouméa.

Trusting we have carried out your instructions to your entire satisfaction, we remain,

Yours very truly,

Asst.Manager Foreign Department.

JWB:grl
Encls.

Rec 9-29-43

N10640

American Bank Note Company,

70 BROAD STREET,

New York, SEPTEMBER 20, 1943.

PLATES ENGRAVED ONLY ON CONDITION THAT THEY REMAIN IN THE CUSTODY OF THIS COMPANY.

3rd COPY

O. F. E. SEP 21 1943

FRENCH AMERICAN BANKING CORPORATION,
31 NASSAU STREET,
NEW YORK, N.Y.

Dr.

OUR ORDER	YOUR ORDER	DATE OF FINAL SHIPMENT	TERMS: NET, F.O.B. N.Y.
F11584 MTBF			

BANQUE DE L'INDOCHINE

IMPRINTING ON 100,000 NOTES FOR 1000 FRANCS		$150.00
NOS. 00756001 TO 00856000		5.00
ALPHABET LETTERS AND NUMBERS G 31 TO F 35		
200 - SPECIMENS		$155.00
AIR EXPRESS TRANSPORTATION	$284.51	
MARINE AND WAR RISK INSURANCE	47.27	331.78
		$486.78

U.S.DOLLARS

Form 5585

$ 1,630.00

No. F 379756

OFFICE COPY

C. 2. R. SEP 27 1943

New York, N. Y. September 20, 1943

This is to Certify, *That on the* twentieth day of September, 1943

this Company insured under Policy No. **FO-15090,** *for* **AMERICAN BANK NOTE COMPANY,**

the sum of ONE THOUSAND SIX HUNDRED THIRTY AND 00/100 *Dollars,*

on Ten (10) packages Printed Matter

Under Deck, Valued at Sum Insured

per Air Transport *and/or other Steamer or Steamers,*

at and from New York, N. Y., to Noumea, New Caledonia

direct or otherwise,

Marks and Numbers

Banque de
L'Indochine
F11584

And it is understood and agreed that in case of loss the same is payable to the order of **AMERICAN BANK NOTE COMPANY,** *on surrender of this certificate, which conveys the right of collecting any such loss as fully as if the property were covered by a special policy direct to the holder hereof, and free from any liability for unpaid premiums.*

This certificate is subject to all the terms of the open policy, provided, however, that the rights of a bona fide holder of this certificate for value shall not be prejudiced by any terms of the open policy which are in conflict with the terms of this certificate.

Warranted free from capture, seizure, arrest, restraint, detainment, confiscation, preemption, requisition or nationalization, and the consequences thereof or of any attempt thereat, whether in time of peace or war and whether lawful or otherwise; also warranted free from all consequences of hostilities or warlike operations (whether there be a declaration of war or not), piracy, civil war, revolution, rebellion or insurrection, or civil strife arising therefrom.

Warranted free of loss or damage caused by or resulting from strikes, lockouts, labor disturbances, riots, civil commotions or the acts of any person or persons taking part in any such occurrence or disorder.

In case of loss or damage please follow instructions on the reverse side of this certificate.

It is hereby agreed that any loss or claim under this Certificate shall be paid at the office of the Company in New York, or at the offices of the Agents of the Company, Exchange Buildings, Liverpool, or at the Agency of the Company at port or place of destination, or, if the Company is not represented at port or place of destination, at the nearest Agency amongst those specified in the list on back hereof.

NOTICE—To conform with the Revenue Laws of Great Britain, in order to collect a claim under this Certificate, it must be stamped within ten days after its receipt in the United Kingdom.

Rate *Premium, $*

Under Deck shipments are insured:

Against all risks of loss or damage to the merchandise insured howsoever occurring, irrespective of percentage excepting risks excluded by the F. C. & S. (Free of Capture & Seizure) and Strikes, Riots and Civil Commotions Warranties appearing elsewhere hereon.

While on deck of ocean vessel:—

"Free of Particular Average unless caused by the vessel and/or interest insured being stranded, sunk, burnt, on fire or in collision with another ship or vessel or with ice or with any substance other than water, but liable for jettison and/or washing overboard, irrespective of percentage."

This insurance attaches from the time the goods leave the Warehouse and/or Store at the place named in the certificate or special policy for the commencement of the transit and continues during the ordinary course of transit, including customary transhipment if any, until the goods are discharged overside from the overseas vessel at the final port. Thereafter the insurance continues whilst the goods are in transit and/or awaiting transit until delivered to final warehouse at the destination named in the certificate or special policy or until the expiry of 15 days (or 30 days if the destination to which the goods are insured is outside the limits of the port) whichever shall first occur. The time limits referred to above to be reckoned from midnight of the day on which the discharge overside of the goods hereby insured from the overseas vessel is completed. Held covered at a premium to be arranged in the event of transhipment, if any, other than as above and/or in the event of delay in excess of the above time limits arising from circumstances beyond the control of the Assured.

NOTE:—It is necessary for the Assured to give prompt notice to Underwriters when he becomes aware of an event for which he is "held covered" under this certificate or special policy and the right to such cover is dependent on compliance with this obligation.

Including risks of craft to and from the vessel; each lighter, craft or conveyance to be considered as if separately insured. Also to cover any special or supplementary lighterage at an additional premium if required. The assured is not to be prejudiced by any agreement exempting lightermen from liability.

The assured are not to be prejudiced by the presence of the negligence clause and/or latent defect clause in the bills of lading and/or charter party. The seaworthiness of the vessel and/or craft as between the assured and assurers is hereby admitted, and the assurers agree that in the event unseaworthiness or a wrongful act or misconduct of shipowner, charterer, their agents or servants, shall directly or indirectly, cause loss or damage to the cargo insured by sinking, stranding, fire, explosion, contact with seawater, or by any other cause of the nature of any of the risks assumed in the policy, the assurers will (subject to the terms of average and other conditions of the policy) pay to an innocent assured the resulting loss. With leave to sail with or without pilots, and to tow and assist vessels or craft in all situations and to be towed.

General Average, Salvage, and Special Charges, as per foreign custom, payable according to foreign statement, and/or per York-Antwerp Rules 1890 or 1924 and/or in accordance with the contract of affreightment, if and as required.

Provided prompt notice be given the Assurers when such facts are known to the Assured and additional premium be paid if required, it is understood and agreed that in case of short shipment in whole or in part by the vessel reported for insurance hereunder, or if the goods be transhipped by another vessel or vessels, or be carried beyond or discharged short of destination, or in the event of deviation, or change of voyage, or any interruption or other variation of the voyage or risk beyond the control of the Assured, this insurance shall nevertheless cover the goods until arrival at the final destination named in the declaration or certificate of insurance or until the subject matter insured is no longer at the risk of the Assured, whichever may first occur. No additional risks (whether of delay or of any other description) are insured under this clause, which is intended merely to continue the insurance in force against the same risks named elsewhere in this policy; and if the risks of War, Strikes, Riots or Civil Commotions, or any of these risks, are insured against, the insurance against such risks shall not be extended by this clause to cover contrary to any express provision of such insurance.

Where goods are shipped under a bill of lading containing the so-called "Both to Blame Collision" Clause these assurers agree, as to all losses covered by this insurance, to indemnify the assured for any amount (up to the amount insured) which the assured may be legally bound to pay to the shipowners under such clause. In the event that such liability is asserted the assured agree to notify the assurers who shall have the right at their own cost and expense, to defend the assured against such claim.

The shipment described herein shall also be insured against strike and riot risks subject to the following terms and conditions.

S. R. & C. C. CLAUSES (Form No. 5A)

This insurance also covers damage, theft, pilferage, breakage or destruction of the property insured directly caused by strikers, locked-out workmen, or persons taking part in labor disturbances or riots or civil commotions and destruction of or damage to the property directly caused by persons acting maliciously; but the foregoing shall not be construed to include or cover any loss, damage or expense caused by or resulting from (a) delay, deterioration or loss of market, or (b) hostilities, warlike operations, civil war, revolution, rebellion or insurrection, or civil strife arising therefrom.

While the property insured is at risk under the terms and conditions of this insurance **within the United States, its incorporated territories and its possessions in the Western Hemisphere, Canada and Newfoundland,** this insurance is extended to cover damage, theft, pilferage, breakage or destruction of the property insured directly caused by "Vandalism," "Sabotage" and "Malicious Mischief," and as so extended shall include such losses directly caused by acts committed by an agent of any government, party or faction engaged in war, hostilities or other warlike operations, provided such agent is acting secretly and not in connection with any operation of military or naval armed forces in the country where the described property is situated. Nothing in the foregoing shall be construed to include or cover any loss, damage or expense caused by or resulting from (a) delay, deterioration or loss of market; or (b) hostilities, warlike operations, civil war, revolution, rebellion or insurrection, or civil strife arising therefrom, excepting only the acts of certain agents expressly covered above.

Where the words "including War Risk" are typed in the space below at the time the Certificate is issued, the War Risk Clauses on the back of the Certificate shall attach.

Including War Risk as Attached

AMERICAN BANK NOTE COMPANY

Secretary-Comptroller

American Institute
(June, 1943)

K 87-B-4

To be attached to Certificate or Special Policy No. F 370756

SEP 27 1943

WAR RISK INSURANCE (Form No. 3-K)

In consideration of premium as agreed to be paid, the shipment described in the Certificate or Special Policy to which the following Clauses are attached is hereby separately insured against war risks subject to the terms and conditions hereinafter set forth.

The terms of this insurance shall only apply to shipments (otherwise covered hereunder) to, from or between ports or places in the United States (including its territories and possessions), but excluding shipments in transit between two foreign countries, which are routed through the United States, its territories or possessions.

1. (a) This insurance is only against the risks of capture, seizure, destruction or damage by men of war, piracy, takings at sea, arrests, restraints and detainments and other warlike operations and acts of kings, princes, and peoples in prosecution of hostilites or in the application of sanctions under international agreements, whether before or after declaration of war and whether by a belligerent or otherwise, including factions engaged in civil war, revolution, rebellion or insurrection, or civil strife arising therefrom, and including the risks of aerial bombardment, floating or stationary mines, and stray or derelict torpedoes, and the consequences of hostilities specified below in subdivision (b) hereof; but excluding claims for delay, deterioration and/or loss of market, and warranted not to abandon (on any ground other than physical damage to ship or cargo) until after condemnation of the property insured. Also warranted not to abandon in case of blockade, and free from any claims for loss or expense in consequences of blockade or of any attempt to evade blockade; but in the event of blockade, to be at liberty to proceed to an open port and there end the voyage.

(b) The consequences of hostilities above mentioned are the following:

(i) Collision caused by failure, in compliance with wartime regulations, of the carrying vessel or any vessel with which she is in collision to show the usual full peacetime navigation or anchorage lights.

(ii) Stranding of the carrying vessel caused by the absence of lights, buoys, or similar peacetime aids to navigation consequent upon wartime regulations.

(iii) Stranding caused by the failure of the carrying vessel to employ a pilot in waters where a pilot would ordinarily be employed in peacetime but in which the employment of a pilot is dispensed with in compliance with military, naval or other governmental orders, or with a view to avoiding imminent enemy attack.

For the purposes of this paragraph (b) any such failure to show lights, absence of lights, buoys, or similar peacetime aids to navigation, or failure to employ a pilot, shall be presumed to be the cause of the collision or stranding unless the contrary be proved, and stranding shall include sinking consequent upon stranding or contact with any part of the land.

(iv) Collision of the carrying vessel with another vessel in the same convoy or collision with any military or naval vessel, that is to say, a vessel manned by and under the control of military or naval personnel and designed to be employed primarily in armed combat service.

(v) Stranding, collision or contact of the carrying vessel with any external substance (including ice, but excluding water) as a result of deliberately placing the vessel in jeopardy in compliance with military, naval or other governmental orders in order to avoid imminent enemy attack, or as an act or measure of war taken in the actual process of embarking or disembarking troops or material of war.

(c) The fact that the carrying vessel or any vessel with which she is in collision is carrying troops or military or other supplies, or is proceeding to or from a war base, or is manned or operated by military or naval personnel, shall not alone be sufficient to include in this policy any claim which is not otherwise included under the terms of Clause (b) above.

2. Warranted free from any claim based upon loss of, or frustration of, the insured voyage or adventure caused by arrests, restraints or detainments.

3. This insurance does not cover any loss or damage caused by or resulting from any of the following causes:

(a) Commandeering, preemption, requisition or nationalization by the government (de facto or otherwise) of the country to or from which the goods are insured.

(b) Seizure or destruction under quarantine or customs regulations.

4. This insurance shall not attach to the interest hereby insured or to any part thereof

(a) prior to being on board an overseas Vessel (for the purpose of this clause 4 an overseas Vessel shall be deemed to mean a Vessel carrying the interest from one port or place to another where such voyage involves a sea passage by that Vessel),

(b) after being discharged overside from an overseas Vessel at the final port of discharge,

or

after expiry of fifteen days counting from midnight of the day on which the overseas Vessel is safely anchored or moored at the final port of discharge,

whichever shall first occur,

(c) at a port or place of transshipment to another overseas Vessel after the expiry of fifteen days (counting from midnight of the day on which the overseas Vessel entering with the interest is safely anchored or moored) until the interest is on board the oncarrying overseas Vessel.

In the event of the exercise of any liberty granted to the Shipowner or Charterer under the contract of affreightment whereby such contract is terminated at a port or place other than the destination named therein such port or place shall be deemed the final port of discharge for the purpose of this clause 4.

5. Subject to the terms of Clause 4 above and to any conditions or warranties which may be endorsed hereon, it is agreed that this insurance shall not be vitiated by deviation, over-carriage, change of voyage, or by any error or unintentional omission in the description of interest, Vessel or voyage, provided the same be communicated to this Company as soon as known to the Assured and an additional premium paid if required.

6. And in case of any loss or misfortune, it shall be lawful and necessary to and for the Assured, his or their factors, servants and assigns, to sue, labor and travel for, in and about the defense, safeguard and recovery of the said goods and merchandises, or any part thereof, without prejudice to this insurance; nor shall the acts of the Assured or Assurers, in recovering, saving and preserving the property insured, in case of disaster, be considered a waiver or an acceptance of an abandonment; and to the charges whereof, the said Assurers will contribute according to the rate and quantity of the sum hereby insured.

7. General Average and salvage charges (resulting from a peril hereby insured against) payable according to Foreign Statement or York-Antwerp Rules if in accordance with the contract of affreightment.

8. The Assured and payee hereunder, the description and valuation of the merchandise, the sum insured, the voyage and the ports of loading on and discharge from the overseas Vessel, shall be determined by reference to the attached Certificate or Special Policy and shall be deemed incorporated herein; and losses payable hereunder shall be adjusted and settled in the same manner as provided for in the said Certificate or Special Policy. It is agreed, however, that this war risk insurance is a separate contract and (excepting as expressly provided in this clause 8) is not subject to any terms or conditions contained in or endorsed on the Certificate or Special Policy to which it is attached.

9. Notwithstanding anything to the contrary contained herein or endorsed hereon, this insurance is subject to the following warranty and the following conditions and exclusions.

(a) This insurance is warranted free from any claim arising from capture, seizure, arrest, restraint, detainment, condemnation, preemption, requisition, commandeering or confiscation of vessel or cargo by or under authority of the Government of the United States of America or of any State or territory thereof or the Government of Great Britain or of any country forming part of the British Empire or any Government allied or associated with any of the foregoing in the prosecution of hostilities or warlike operations, including all parties signatory to the "United Nations Pact"; but unless the insured property is subject to condemnation this warranty shall not exclude losses which occur while the insured property is on board the overseas vessel and are caused by gunfire, torpedoes, bombs, mines or other implements of war, or by stranding, sinking, burning or collision, provided such losses would be covered by this insurance in the absence of this warranty and would not be covered by a Marine Insurance Policy warranted free of claims arising from capture, seizure or detention.

(b) If the insured property shall be discharged from the overseas vessel at a port other than its intended port of discharge, under orders of any Government mentioned in the foregoing warranty or of the Government of the country whose flag the vessel flies, this insurance shall terminate 15 days after such discharge; provided, however, that if the original adventure is not frustrated and the insured property is reshipped for its original destination without undue delay, then this insurance shall reattach when the property is laden on an overseas vessel for that purpose, as though the port of discharge had been a scheduled port of transshipment.

(c) It is understood and agreed that the following shipments are excluded from any coverage whatsoever under this insurance, viz: shipments to or from an enmy country or any country or territory with which (at the time when the shipment is laden on the overseas vessel) trading is forbidden by the laws of the United States or the laws of Great Britain; and shipments carried on vessels operated or controlled from any such country or territory.

.....

Dated September 30, 1943

C 3590

Marine Forms—Koerner & Kieffer, 28 East Fourth St., N.Y. 3, N.Y.

Printed in U.S.A.

CHUBB & SON

Combined Form
Marine Extension Clauses (April, 1943)
S. R. & C. C. Endorsement (Form No. 5A) (Feb., 1941)
Amended F. C. & S. Warranty (June, 1943)
for use on Special Policies
or Certificates
American Institute
(June, 1943)

K 87-B-3

Endorsement to be attached to and made part of Certificate or Policy No. F 379756 of

The Federal Insurance Company.

American Institute
(April, 1943)

MARINE EXTENSION CLAUSES

Notwithstanding anything to the contrary contained herein or endorsed hereon it is understood and agreed that in consideration of an additional premium this insurance is subject to the following terms and conditions:

1. This insurance attaches from the time the goods leave the warehouse at the place named in this policy or certificate for the commencement of the transit and continues until the goods are delivered to the final warehouse at the destination named in this policy or certificate, or a substituted destination as provided in Clause 3 hereunder.

2. This insurance specially to cover the goods during,

(i) deviation, delay, forced discharge, re-shipment and transhipment.

(ii) any other variation of the adventure arising from the exercise of a liberty granted to the shipowner or charterer under the contract of affreightment.

3. In the event of the exercise of any liberty granted to the shipowner or charterer under the contract of affreightment whereby such contract is terminated at a port or place other than the destination named herein, the insurance continues until the goods are sold and delivered at such port or place; or, if the goods be not sold but are forwarded to the destination named herein or to any other destination this insurance continues until the goods have arrived at final warehouse as provided in Clause 1.

4. If while this insurance is still in force and before the expiry of 15 days from midnight of the day on which the discharge overside of the goods hereby insured from the overseas vessel at the final port of discharge is completed, the goods are re-sold (not being a sale within the terms of Clause 3) and are to be forwarded to a destination other than that covered by this insurance, the goods are covered hereunder while deposited at such port of discharge until again in transit or until the expiry of the aforementioned 15 days whichever shall first occur. If a sale is effected after the expiry of the aforementioned 15 days while this insurance is still in force the protection afforded hereunder shall cease as from the time of the sale.

5. Held covered at a premium to be arranged in case of change of voyage or of any omission or error in the description of the interest vessel or voyage.

6. This insurance shall in no case be deemed to extend to cover loss damage or expense proximately caused by delay or inherent vice or nature of the subject-matter insured.

7. It is a condition of this insurance that there shall be no interruption or suspension of transit unless due to circumstances beyond the control of the Assured.

All other terms and conditions not in conflict with the foregoing remain unchanged, it being particularly understood and agreed that nothing in the foregoing shall be construed as overruling the F. C. & S. Clause or as extending this insurance to cover any risks of war or consequences of hostilities.

The Marine Extension Clauses do not apply to the following shipments:

(a) Between ports in the Continental United States (excluding Alaska);
(b) Continental United States (excluding Alaska) to/from Canada;
(c) Canada to Canada;
(d) Newfoundland to Newfoundland;
(e) Shipments by air conveyances.

American Institute
(February, 1941)

S. R. & C. C. ENDORSEMENT (Form No. 5A)

This insurance also covers damage, theft, pilferage, breakage or destruction of the property insured directly caused by strikers, locked-out workmen, or persons taking part in labor disturbances or riots or civil commotions and destruction of or damage to the property directly caused by persons acting maliciously; but the foregoing shall not be construed to include or cover any loss, damage or expense caused by or resulting from (a) delay, deterioration or loss of market, or (b) hostilities, warlike operations, civil war, revolution, rebellion or insurrection, or civil strife arising therefrom.

While the property insured is at risk under the terms and conditions of this insurance within the United States, its incorporated territories and its possessions in the Western Hemisphere, Canada and Newfoundland, this insurance is extended to cover damage, theft, pilferage, breakage, or destruction of the property insured directly caused by "Vandalism," "Sabotage" and "Malicious Mischief," and as so extended shall include such losses directly caused by acts committed by an agent of any government, party or faction engaged in war, hostilities or other warlike operations, provided such agent is acting secretly and not in connection with any operation of military or naval armed forces in the country where the described property is situated. Nothing in the foregoing shall be construed to include or cover any loss, damage or expense caused by or resulting from (a) delay, deterioration or loss of market; or (b) hostilities, warlike operations, civil war, revolution, rebellion or insurrection, or civil strife arising therefrom, excepting only the acts of certain agents expressly covered above.

American Institute
(June, 1943)

AMENDED F. C. & S. WARRANTY (June 1943)

The terms of this Amended F. C. & S. Warranty shall only apply to shipments (otherwise covered hereunder) to, from or between ports or places in the United States (including its territories and possessions), while on voyages by overseas vessels (meaning vessels on which the interest insured is to be carried on a sea passage from one port or place to another), but excluding shipments in transit between two foreign countries, which are routed through the United States, its territories or possessions.

As to all such shipments, the F. C. & S. warranty in this policy (or certificate is hereby amended to read as follows:

Unless physically deleted by the Underwriters the following warranty shall be paramount and shall supersede and nullify any contrary provision of this policy (or certificate).

(1) Notwithstand anything herein contained to the contrary, this insurance is warranted free from capture, seizure, arrest, restraint, detainment, confiscation, preemption, requisition or nationalization, and the consequences thereof or of any attempt thereat, whether in time of peace or war and whether lawful or otherwise; also warranted free from all consequences of hostilities or warlike operations (whether there be a declaration of war or not), piracy, civil war, revolution, rebellion or insurrection, or civil strife arising therefrom.

(2) For the purpose of this warranty the term "consequences of hostilities or warlike operations" shall be deemed to include the following:—
(a) Collision caused by failure, in compliance with wartime regulations, of the carrying vessel or any vessel with which she is in collision to show the usual full peacetime navigation or anchorage lights.
(b) Stranding caused by the absence of lights, buoys or similar peacetime aids to navigation consequent upon wartime regulations.
(c) Stranding caused by the failure of the carrying vessel to employ a pilot in waters where a pilot would ordinarily be employed in peacetime but in which the employment of a pilot is dispensed with in compliance with military, naval or other Governmental orders, or with a view to avoiding imminent enemy attack.
For the purposes of this paragraph (2) any such failure to show lights, absence of lights, buoys, or similar peacetime aids to navigation, or failure to employ a pilot, shall be presumed to be the cause of the collision or stranding unless the contrary be proved, and stranding shall include sinking consequent upon stranding or contact with any part of the land.
(d) Collision with another vessel in the same convoy or collision with any military or naval vessel, that is to say, a vessel manned by and under the control of military or naval personnel and designed to be employed primarily in armed combat service.
(e) Stranding, collision or contact with any external substance (including ice, but excluding water) as a result of deliberately placing the vessel in jeopardy in compliance with military, naval or other governmental orders in order to avoid imminent enemy attack, or as an act or measure of war taken in the actual process of embarking or disembarking troops or material of war.

(3) The fact that the carrying vessel or any vessel with which she is in collision is carrying troops or military or other supplies, or is proceeding to or from a war base, or is manned or operated by military or naval personnel, shall not alone be sufficient to exclude from this policy any claim which is not otherwise excluded under the terms of Clause (2) above.

All other terms and conditions remaining unchanged.

Dated September 20, 1943

C 3593
Marine Forms—Koerner & Kieffer, 28 East Fourth St., N.Y. 3, N.Y.

Printed in U.S.A.

CHUBB & SON

C.D.R.
APR 11 1944

April 10, 1944.

French American Banking Corporation,
31 Nassau Street,
New York 5, N.Y.

Attn. Mr. M. G. St. Germain
Re: Banque de l'Indochine

Dear Sirs:-

Acknowledging receipt of your favor of the 8th we are arranging to dispatch the fifteen (15) packages to Hamilton Field today by Air Express, so that they should be there by the 12th. In dispatching these packages we will follow the instructions given us and as before will arrange for insurance against marine and war risks.

Yours very truly,

Asst. Manager Foreign Department.

JWB:grl

American Institute
(June, 1943)

87-B-4

To be attached to Certificate or Special Policy No. F 379909

C. 2. 2. 13 1944

WAR RISK INSURANCE (Form No. 3-K)

In consideration of premium as agreed to be paid, the shipment described in the Certificate or Special Policy to which the following Clauses are attached is hereby separately insured against war risks subject to the terms and conditions hereinafter set forth.

The terms of this insurance shall only apply to shipments (otherwise covered hereunder) to, from or between ports or places in the United States (including its territories and possessions), but excluding shipments in transit between two foreign countries, which are routed through the United States, its territories or possessions.

1. (a) This insurance is only against the risks of capture, seizure, destruction or damage by men of war, piracy, takings at sea, arrests, restraints and detainments and other warlike operations and acts of kings, princes, and peoples in prosecution of hostilities or in the application of sanctions under international agreements, whether before or after declaration of war and whether by a belligerent or otherwise, including factions engaged in civil war, revolution, rebellion or insurrection, or civil strife arising therefrom, and including the risks of aerial bombardment, floating or stationary mines, and stray or derelict torpedoes, and the consequences of hostilities specified below in subdivision (b) hereof; but excluding claims for delay, deterioration and/or loss of market, and warranted not to abandon (on any ground other than physical damage to ship or cargo) until after condemnation of the property insured. Also warranted not to abandon in case of blockade, and free from any claims for loss or expense in consequence of blockade or of any attempt to evade blockade; but in the event of blockade, to be at liberty to proceed to an open port and there end the voyage.

   (b) The consequences of hostilities above mentioned are the following:

      (i) Collision caused by failure, in compliance with wartime regulations, of the carrying vessel or any vessel with which she is in collision to show the usual full peacetime navigation or anchorage lights.

      (ii) Stranding of the carrying vessel caused by the absence of lights, buoys, or similar peacetime aids to navigation consequent upon wartime regulations.

      (iii) Stranding caused by the failure of the carrying vessel to employ a pilot in waters where a pilot would ordinarily be employed in peacetime but in which the employment of a pilot is dispensed with in compliance with military, naval or other governmental orders, or with a view to avoiding imminent enemy attack.

   For the purposes of this paragraph (b) any such failure to show lights, absence of lights, buoys, or similar peacetime aids to navigation, or failure to employ a pilot, shall be presumed to be the cause of the collision or stranding unless the contrary be proved, and stranding shall include sinking consequent upon stranding or contact with any part of the land.

      (iv) Collision of the carrying vessel with another vessel in the same convoy or collision with any military or naval vessel, that is to say, a vessel manned by and under the control of military or naval personnel and designed to be employed primarily in armed combat service.

      (v) Stranding, collision or contact of the carrying vessel with any external substance (including ice, but excluding water) as a result of deliberately placing the vessel in jeopardy in compliance with military, naval or other governmental orders in order to avoid imminent enemy attack, or as an act or measure of war taken in the actual process of embarking or disembarking troops or material of war.

   (c) The fact that the carrying vessel or any vessel with which she is in collision is carrying troops or military or other supplies, or is proceeding to or from a war base, or is manned or operated by military or naval personnel, shall not alone be sufficient to include in this policy any claim which is not otherwise included under the terms of Clause (b) above.

2. Warranted free from any claim based upon loss of, or frustration of, the insured voyage or adventure caused by arrests, restraints or detainments.

3. This insurance does not cover any loss or damage caused by or resulting from any of the following causes:

   (a) Commandeering, preemption, requisition or nationalization by the government (de facto or otherwise) of the country to or from which the goods are insured.

   (b) Seizure or destruction under quarantine or customs regulations.

4. This insurance shall not attach to the interest hereby insured or to any part thereof

   (a) prior to being on board an overseas Vessel (for the purpose of this clause 4 an overseas Vessel shall be deemed to mean a Vessel carrying the interest from one port or place to another where such voyage involves a sea passage by that Vessel),

   (b) after being discharged overside from an overseas Vessel at the final port of discharge,

   or

   after expiry of fifteen days counting from midnight of the day on which the overseas Vessel is safely anchored or moored at the final port of discharge, whichever shall first occur,

   (c) at a port or place of transshipment to another overseas Vessel after the expiry of fifteen days (counting from midnight of the day on which the overseas Vessel entering with the interest is safely anchored or moored) until the interest is on board the oncarrying overseas Vessel.

   In the event of the exercise of any liberty granted to the Shipowner or Charterer under the contract of affreightment whereby such contract is terminated at a port or place other than the destination named therein such port or place shall be deemed the final port of discharge for the purpose of this clause 4.

5. Subject to the terms of Clause 4 above and to any conditions or warranties which may be endorsed hereon, it is agreed that this insurance shall not be vitiated by deviation, over-carriage, change of voyage, or by any error or unintentional omission in the description of interest, Vessel or voyage, provided the same be communicated to this Company as soon as known to the Assured and an additional premium paid if required.

6. And in case of any loss or misfortune, it shall be lawful and necessary to and for the Assured, his or their factors, servants and assigns, to sue, labor and travel for, in and about the defense, safeguard and recovery of the said goods and merchandises, or any part thereof, without prejudice to this insurance; nor shall the acts of the Assured or Assurers, in recovering, saving and preserving the property insured, in case of disaster, be considered a waiver or an acceptance of an abandonment; and to the charges whereof, the said Assurers will contribute according to the rate and quantity of the sum hereby insured.

7. General Average and salvage charges (resulting from a peril hereby insured against) payable according to Foreign Statement or York-Antwerp Rules if in accordance with the contract of affreightment.

8. The Assured and payee hereunder, the description and valuation of the merchandise, the sum insured, the voyage and the ports of loading on and discharge from the overseas Vessel, shall be determined by reference to the attached Certificate or Special Policy and shall be deemed incorporated herein; and losses payable hereunder shall be adjusted and settled in the same manner as provided for in the said Certificate or Special Policy. It is agreed, however, that this war risk insurance is a separate contract and (excepting as expressly provided in this clause 8) is not subject to any terms or conditions contained in or endorsed on the Certificate or Special Policy to which it is attached.

9. Notwithstanding anything to the contrary contained herein or endorsed hereon, this insurance is subject to the following warranty and the following conditions and exclusions:

   (a) This insurance is warranted free from any claim arising from capture, seizure, arrest, restraint, detainment, condemnation, preemption, requisition, commandeering or confiscation of vessel or cargo by or under authority of the Government of the United States of America or of any State or territory thereof or the Government of Great Britain or of any country forming part of the British Empire or any Government allied or associated with any of the foregoing in the prosecution of hostilities or warlike operations, including all parties signatory to the "United Nations Pact"; but unless the insured property is subject to condemnation this warranty shall not exclude losses which occur while the insured property is on board the overseas vessel and are caused by gunfire, torpedoes, bombs, mines or other implements of war, or by stranding, sinking, burning or collision, provided such losses would be covered by this insurance in the absence of this warranty and would be not covered by a Marine Insurance Policy warranted free of claims arising from capture, seizure or detention.

   (b) If the insured property shall be discharged from the overseas vessel at a port other than its intended port of discharge, under orders of any Government mentioned in the foregoing warranty or of the Government of the country whose flag the vessel flies, this insurance shall terminate 15 days after such discharge; provided, however, that if the original adventure is not frustrated and the insured property is reshipped for its original destination without undue delay, then this insurance shall reattach when the property is laden on an overseas vessel for that purpose, as though the port of discharge had been a scheduled port of transshipment.

   (c) It is understood and agreed that the following shipments are excluded from any coverage whatsoever under this insurance, viz: shipments to or from an enemy country or any country or territory with which (at the time when the shipment is laden on the overseas vessel) trading is forbidden by the laws of the United States or the laws of Great Britain; and shipments carried on vessels operated or controlled from any such country or territory.

CHUBB & SON

For sale by Joseph Lazard, 237 Lafayette St., N. Y. C.

Printed in U. S. A.

3848

Combined Form
Marine Extension Clauses (April, 1943)
S.R. & C.C. Endorsement (Form No. 5A) (Feb., 1941)
Amended F.C. & S. Warranty (June, 1943)
for use on Special Policies
or Certificates

American Institute
(June, 1943)

87-B-3

To be attached to Certificate or Special Policy No. F 37909

American Institute
(April, 1943)

MARINE EXTENSION CLAUSES

Notwithstanding anything to the contrary contained herein or endorsed hereon it is understood and agreed that in consideration of an additional premium this insurance is subject to the following terms and conditions:

1. This insurance attaches from the time the goods leave the warehouse at the place named in this policy or certificate for the commencement of the transit and continues until the goods are delivered to the final warehouse at the destination named in this policy or certificate, or a substituted destination as provided in Clause 3 hereunder.

2. This insurance specially to cover the goods during,
   (i) deviation, delay, forced discharge, re-shipment and transhipment.
   (ii) any other variation of the adventure arising from the exercise of a liberty granted to the shipowner or charterer under the contract of affreightment.

3. In the event of the exercise of any liberty granted to the shipowner or charterer under the contract of affreightment whereby such contract is terminated at a port or place other than the destination named herein, the insurance continues until the goods are sold and delivered at such port or place; or, if the goods be not sold but are forwarded to the destination named herein or to any other destination this insurance continues until the goods have arrived at final warehouse as provided in Clause 1.

4. If while this insurance is still in force and before the expiry of 15 days from midnight of the day on which the discharge overside of the goods hereby insured from the overseas vessel at the final port of discharge is completed, the goods are re-sold (not being a sale within the terms of Clause 3) and are to be forwarded to a destination other than that covered by this insurance, the goods are covered hereunder while deposited at such port of discharge until again in transit or until the expiry of the aforementioned 15 days whichever shall first occur. If a sale is effected after the expiry of the aforementioned 15 days while this insurance is still in force the protection afforded hereunder shall cease as from the time of the sale.

5. Held covered at a premium to be arranged in case of change of voyage or of any omission or error in the description of the interest vessel or voyage.

6. This insurance shall in no case be deemed to extend to cover loss damage or expense proximately caused by delay or inherent vice or nature of the subject-matter insured.

7. **It is a condition of this insurance that there shall be no interruption or suspension of transit unless due to circumstances beyond the control of the Assured.**

All other terms and conditions not in conflict with the foregoing remain unchanged, it being particularly understood and agreed that nothing in the foregoing shall be construed as overruling F. C. & S. Clause or as extending this insurance to cover any risks of war or consequences of hostilities.

The Marine Extension Clauses do not apply to the following shipments:

(a) Between ports in the Continental United States (excluding Alaska);
(b) Continental United States (excluding Alaska) to/from Canada;
(c) Canada to Canada;
(d) Newfoundland to Newfoundland;
(e) Shipments by air conveyances.

American Institute
(February, 1941)

S. R. & C. C. ENDORSEMENT (Form No. 5A)

This insurance also covers damage, theft, pilferage, breakage or destruction of the property insured directly caused by strikers, locked-out workmen, or persons taking part in labor disturbances or riots or civil commotions and destruction of or damage to the property directly caused by persons acting maliciously; but the foregoing shall not be construed to include or cover any loss, damage or expense caused by or resulting from (a) delay, deterioration or loss of market, or (b) hostilities, warlike operations, civil war, revolution, rebellion or insurrection, or civil strife arising therefrom.

While the property insured is at risk under the terms and conditions of this insurance **within the United States, its incorporated territories and its possessions in the Western Hemisphere, Canada and Newfoundland,** this insurance is extended to cover damage, theft, pilferage, breakage, or destruction of the property insured directly caused by "Vandalism," "Sabotage" and "Malicious Mischief," and as so extended shall include such losses directly caused by acts committed by an agent of any government, party or faction engaged in war, hostilities or other warlike operations, provided such agent is acting secretly and not in connection with any operation of military or naval armed forces in the country where the described property is situated. Nothing in the foregoing shall be construed to include or cover any loss, damage or expense caused by or resulting from (a) delay, deterioration or loss of market; or (b) hostilities, warlike operations, civil war, revolution, rebellion or insurrection, or civil strife arising therefrom, excepting only the acts of certain agents expressly covered above.

American Institute
(June, 1943)

AMENDED F. C. & S. WARRANTY (June 1943)

The terms of this Amended F. C. & S. Warranty shall only apply to shipments (otherwise covered hereunder) to, from or between ports or places in the United States (including its territories and possessions), while on voyages by overseas vessels (meaning vessels on which the interest insured is to be carried on a sea passage from one port or place to another), but excluding shipments in transit between two foreign countries, which are routed through the United States, its territories or possessions.

As to all such shipments, the F. C. & S. warranty in this policy (or certificate) is hereby amended to read as follows:

Unless physically deleted by the Underwriters the following warranty shall be paramount and shall supersede and nullify any contrary provision of this policy (or certificate).

(1) Notwithstanding anything herein contained to the contrary, this insurance is warranted free from capture, seizure, arrest, restraint, detainment, confiscation, preemption, requisition or nationalization, and the consequences thereof or of any attempt thereat, whether in time of peace or war and whether lawful or otherwise; also warranted free from all consequences of hostilities or warlike operations (whether there be a declaration of war or not), piracy, civil war, revolution, rebellion or insurrection, or civil strife arising therefrom.

(2) For the purpose of this warranty the term "consequences of hostilities or warlike operations" shall be deemed to include the following:—
   (a) Collision caused by failure, in compliance with wartime regulations, of the carrying vessel or any vessel with which she is in collision to show the usual full peacetime navigation or anchorage lights.
   (b) Stranding caused by the absence of lights, buoys or similar peacetime aids to navigation consequent upon wartime regulations.
   (c) Stranding caused by the failure of the carrying vessel to employ a pilot in waters where a pilot would ordinarily be employed in peacetime but in which the employment of a pilot is dispensed with in compliance with military, naval or other Governmental orders, or with a view to avoiding imminent enemy attack.
   For the purposes of this paragraph (2) any such failure to show lights, absence of lights, buoys, or similar peacetime aids to navigation, or failure to employ a pilot, shall be presumed to be the cause of the collision or stranding unless the contrary be proved, and stranding shall include sinking consequent upon stranding or contact with any part of the land.
   (d) Collision with another vessel in the same convoy or collision with any military or naval vessel, that is to say, a vessel manned by and under the control of military or naval personnel and designed to be employed primarily in armed combat service.
   (e) Stranding, collision or contact with any external substance (including ice, but excluding water) as a result of deliberately placing the vessel in jeopardy in compliance with military, naval or other governmental orders in order to avoid imminent enemy attack, or as an act or measure of war taken in the actual process of embarking or disembarking troops or material of war.

(3) The fact that the carrying vessel or any vessel with which she is in collision is carrying troops or military or other supplies, or is proceeding to or from a war base, or is manned or operated by military or naval personnel, shall not alone be sufficient to exclude from this policy any claim which is not otherwise excluded under the terms of Clause (2) above.

All other terms and conditions remaining unchanged.

For sale by Joseph Lazard, 237 Lafayette St., N. Y. C.

Printed in U. S. A.

C 3848

CHUBB & SON

Form 5585

$ 2410.00

No. F 379909

C. P. R. APR 13 1944

OFFICE COPY

New York, N. Y. April 10, 1944

This is to Certify, *That on the* tenth day of April, 1944

this Company insured under Policy No. **FO-15090,** *for* **AMERICAN BANK NOTE COMPANY,**

the sum of TWO THOUSAND FOUR HUNDRED TEN AND 00/100 *Dollars,*

on Fifteen (15) packages Printed Matter

Under Deck, Valued at Sum Insured

per * see below *and/or other Steamer or Steamers,*

at and from New York, N. Y., to Noumea, New Caledonia

direct or otherwise,

Marks and Numbers

Banque de
l'Indochine
F11731

and it is understood and agreed that in case of loss the same is payable to the order of **AMERICAN BANK NOTE COMPANY,** *on surrender of this certificate, which conveys the right of collecting any such loss as fully as if the property were covered by a special policy direct to the holder hereof, and free from any liability for unpaid premiums.*

This certificate is subject to all the terms of the open policy, provided, however, that the rights of a bona fide holder of this certificate for value shall not be prejudiced by any terms of the open policy which are in conflict with the terms of this certificate.

Warranted free from capture, seizure, arrest, restraint, detainment, confiscation, preemption, requisition or nationalization, and the consequences thereof or of any attempt thereat, whether in time of peace or war and whether lawful or otherwise; also warranted free from all consequences of hostilities or warlike operations (whether there be a declaration of war or not), piracy, civil war, revolution, rebellion or insurrection, or civil strife arising therefrom.

Warranted free of loss or damage caused by or resulting from strikes, lockouts, labor disturbances, riots, civil commotions or the acts of any person or persons taking part in any such occurrence or disorder.

In case of loss or damage please follow instructions on the reverse side of this certificate.

It is hereby agreed that any loss or claim under this Certificate shall be paid at the office of the Company in New York, or at the offices of the Agents of the Company, Exchange Buildings, Liverpool, or at the Agency of the Company at port or place of destination, or, if the Company is not represented at port or place of destination, at the nearest Agency amongst those specified in the list on back hereof.

NOTICE—To conform with the Revenue Laws of Great Britain, in order to collect a claim under this Certificate, it must be stamped within ten days after its receipt in the United Kingdom.

Rate *Premium, $*

Under Deck shipments are insured:
Against all risks of loss or damage to the merchandise insured howsoever occurring, irrespective of percentage excepting risks excluded by the F. C. & S. (Free of Capture & Seizure) and Strikes, Riots and Civil Commotions Warranties appearing elsewhere hereon.

While on deck of ocean vessel:—
"Free of Particular Average unless caused by the vessel and/or interest insured being stranded, sunk, burnt, on fire or in collision with another ship or vessel or with ice or with any substance other than water, but liable for jettison and/or washing overboard, irrespective of percentage."

This insurance attaches from the time the goods leave the Warehouse and/or Store at the place named in the certificate or special policy for the commencement of the transit and continues during the ordinary course of transit, including customary transhipment if any, until the goods are discharged overside from the overseas vessel at the final port. Thereafter the insurance continues whilst the goods are in transit and/or awaiting transit until delivered to final warehouse at the destination named in the certificate or special policy or until the expiry of 15 days (or 30 days if the destination to which the goods are insured is outside the limits of the port) whichever shall first occur. The time limits referred to above to be reckoned from midnight of the day on which the discharge overside of the goods hereby insured from the overseas vessel is completed. Held covered at a premium to be arranged in the event of transhipment, if any, other than as above and/or in the event of delay in excess of the above time limits arising from circumstances beyond the control of the Assured.

NOTE:—It is necessary for the Assured to give prompt notice to Underwriters when he becomes aware of an event for which he is "held covered" under this certificate or special policy and the right to such cover is dependent on compliance with this obligation.

Including risks of craft to and from the vessel; each lighter, craft or conveyance to be considered as if separately insured. Also to cover any special or supplementary lighterage at an additional premium if required. The assured is not to be prejudiced by any agreement exempting lightermen from liability.

The assured are not to be prejudiced by the presence of the negligence clause and/or latent defect clause in the bills of lading and/or charter party. The seaworthiness of the vessel and/or craft as between the assured and assurers is hereby admitted, and the assurers agree that in the event unseaworthiness or a wrongful act or misconduct of shipowner, charterer, their agents or servants, shall directly or indirectly, cause loss or damage to the cargo insured by sinking, stranding, fire, explosion, contact with seawater, or by any other cause of the nature of any of the risks assumed in the policy, the assurers will (subject to the terms of average and other conditions of the policy) pay to an innocent assured the resulting loss.

With leave to sail with or without pilots, and to tow and assist vessels or craft in all situations and to be towed.

General Average, Salvage, and Special Charges, as per foreign custom, payable according to foreign statement, and/or per York-Antwerp Rules 1890 or 1924 and/or in accordance with the contract of affreightment, if and as required.

Provided prompt notice be given the Assurers when such facts are known to the Assured and additional premium be paid if required, it is understood and agreed that in case of short shipment in whole or in part by the vessel reported for insurance hereunder, or if the goods be transhipped by another vessel or vessels, or be carried beyond or discharged short of destination, or in the event of deviation, or change of voyage, or any interruption or other variation of the voyage or risk beyond the control of the Assured, this insurance shall nevertheless cover the goods until arrival at the final destination named in the declaration or certificate of insurance or until the subject matter insured is no longer at the risk of the Assured, whichever may first occur. No additional risks (whether of delay or of any other description) are insured under this clause, which is intended merely to continue the insurance in force against the same risks named elsewhere in this policy; and if the risks of War, Strikes, Riots or Civil Commotions, or any of these risks, are insured against, the insurance against such risks shall not be extended by this clause to cover contrary to any express provision of such insurance.

Where goods are shipped under a bill of lading containing the so-called "Both to Blame Collision" Clause these assurers agree, as to all losses covered by this insurance, to indemnify the assured for any amount (up to the amount insured) which the assured may be legally bound to pay to the shipowners under such clause. In the event that such liability is asserted the assured agree to notify the assurers who shall have the right at their own cost and expense, to defend the assured against such claim.

* Air Express to Hamilton Field, California, thence per Army Air Transport.

The shipment described herein shall also be insured against strike and riot risks subject to the following terms and conditions.

S. R. & C. C. CLAUSES (Form No. 5A)

This insurance also covers damage, theft, pilferage, breakage or destruction of the property insured directly caused by strikers, locked-out workmen, or persons taking part in labor disturbances or riots or civil commotions and destruction of or damage to the property directly caused by persons acting maliciously; but the foregoing shall not be construed to include or cover any loss, damage or expense caused by or resulting from (a) delay, deterioration or loss of market, or (b) hostilities, warlike operations, civil war, revolution, rebellion or insurrection, or civil strife arising therefrom.

While the property insured is at risk under the terms and conditions of this insurance within the United States, its incorporated territories and its possessions in the Western Hemisphere, Canada and Newfoundland, this insurance is extended to cover damage, theft, pilferage, breakage or destruction of the property insured directly caused by "Vandalism," "Sabotage" and "Malicious Mischief," and as so extended shall include such losses directly caused by acts committed by an agent of any government, party or faction engaged in war, hostilities or other warlike operations, provided such agent is acting secretly and not in connection with any operation of military or naval armed forces in the country where the described property is situated. Nothing in the foregoing shall be construed to include or cover any loss, damage or expense caused by or resulting from (a) delay, deterioration or loss of market; or (b) hostilities, warlike operations, civil war, revolution, rebellion or insurrection, or civil strife arising therefrom, excepting only the acts of certain agents expressly covered above.

Where the words "including War Risk" are typed in the space below at the time the Certificate is issued, the War Risk Clauses on the back of the Certificate shall attach.

Including War Risk as Attached

AMERICAN BANK NOTE COMPANY

Secretary-Comptroller

C. D. R.
APR 14 1944

April 13, 1944.

French American Banking Corporation,
31 Nassau Street,
New York 5, N.Y.

Attn. Mr. M. G. St. Germain
Re: Banque de l'Indochine.

Dear Sirs:-

Relative to the fifteen packages which were dispatched on April 10th, as per our advice of that date, we now beg to hand you herewith the original and duplicate insurance certificate covering the marine and war risks on this consignment. Also enclosed is our bill in the amount of $694.28, in triplicate, covering the preparation and forwarding of these notes, which complete this order in your letter of February 21st.

Yours very truly,

Asst. Manager Foreign Department.

JWB:grl
Encls. (1)

see July 6.

N15014

American Bank Note Company,

70 BROAD STREET,
NEW YORK 4, N.Y.

APRIL 11, 1944.

3rd COPY

F.C.P.F.
APR 11 1944

FRENCH AMERICAN BANKING CORPORATION,
31 NASSAU STREET,
NEW YORK, N.Y.

Dr.

OUR ORDER	YOUR ORDER	DATE OF FINAL SHIPMENT	TERMS: NET, F.O.B. N.Y.
F11731 MT8FE			

BANQUE DE L'INDOCHINE

IMPRINTING ON -		
150,000 - NOTES 1000 MILLE FRANCS		
ALPHABET LETTER AND NUMBER - G35 TO F41		
NUMBERS 00,856,001 TO 01,006,000		$225.00
50 - SPECIMENS		1.25
		$226.25
AIR EXPRESS TRANSPORTATION	$413.80	
MARINE AND WAR RISK INSURANCE	54.23	468.03
		$694.28

VIA AIR EXPRESS
15 PACKAGES, NOS. 1/15

U.S.DOLLARS

WD-AAF FORM NO. 95B-2 (APPROVED 7/1/43) $

T-29336 mp

COPY NO. 2 - SHIPPER'S ADVICE

U. S. ARMY AIR FORCES
AIRWAY BILL

(AERIAL PORT OF EMBARKATION ONLY)

PRIORITY (1): 2-184582 UNC

(2): R 98843

DESTINATION AIRPORT (3): NEW CALEDONIA

FINAL DESTINATION (4): NOUMEA, NEW CALEDONIA

CONSIGNEE (5): BANQUE DEL INDOCHINE

SPECIAL MARKINGS (6):

C. D. K. APR 20 1944

PACKAGE NO. (7)	DESCRIPTION (8)	WEIGHT (9)
1-15	Bank Notes	32

FOR CHANNEL USE NUMBERS (10) FROM 4 TO 20

REMARKS (11):

PLACE RECEIVED FOR SHIPMENT (12)	DATE RECEIVED (13)	B/L. MANIFEST OR DOMESTIC AIRWAY BILL NO. (14)	RECEIVED VIA (15)
Hamilton Fld, Calif	4/13/44	REA 47436	REA

ORIGINAL SHIPPER & ADDRESS (16): AMER BANK NOTE CO, NY

S/T. P/L OR VOUCHER NO. (17):

CLASS (18):

RECEIVED FOR SHIPMENT BY

NAME (21): HQ. STATION #11, PW-ATC HAMILTON FIELD, CALIF.

GRADE (22):

ORGANIZATION (23):

WD-AAF FORM NO. 95B-2 (APPROVED 7/1/43) $

T-29336 mp

COPY NO. 2 - SHIPPER'S ADVICE

U. S. ARMY AIR FORCES
AIRWAY BILL

(AERIAL PORT OF EMBARKATION ONLY)

PRIORITY (1)	(2)
X 2-184582 UNC	R 98844

DESTINATION AIRPORT (3)	FINAL DESTINATION (4)
NEW CALEDONIA	NOUMEA, NEW CALEDONIA

CONSIGNEE (5)	SPECIAL MARKINGS (6)
BANQUE DEL INDOCHINE	

C.I.C. APR 20 1944

PACKAGE NO. (7)	DESCRIPTION (8)	WEIGHT (9)
2-15	Bank Notes	XX 32

FOR CHANNEL USE NUMBERS (10)	REMARKS (11)
FROM 4 TO 20	

PLACE RECEIVED FOR SHIPMENT (12)	DATE RECEIVED (13)	B/L, MANIFEST OR DOMESTIC AIRWAY BILL NO. (14)	RECEIVED VIA (15)
Hamilton Fld, Calif	4/13/44	REA 47436	REA

ORIGINAL SHIPPER & ADDRESS (16)	S/T. P/L OR VOUCHER NO. (17)	CLASS (18)
AMER BANK NOTE CO, NY		

RECEIVED FOR SHIPMENT BY	NAME (21)	GRADE (22)	ORGANIZATION (23)
	HQ, STATION #11, PW-ATC HAMILTON FIELD, CALIF.		

WD-AAF FORM NO. 95B-2 (APPROVED 7/1/43) $

T-29336 mp

COPY NO. 2 - SHIPPER'S ADVICE

U. S. ARMY AIR FORCES
AIRWAY BILL
(AERIAL PORT OF EMBARKATION ONLY)

PRIORITY (1): 2-184582 UNC "

(2): R 98845

DESTINATION AIRPORT (3): NEW CLEDONIA

FINAL DESTINATION (4): NOUMEA, NEW CALEDONIA

CONSIGNEE (5): BANQUE DEL INDOCHINE

C. I. D. APR 20 1944

SPECIAL MARKINGS (6):

PACKAGE NO. (7)	DESCRIPTION (8)	WEIGHT (9)
3-15	BANK NOTES	32

FOR CHANNEL USE NUMBERS (10) FROM 4 TO 20

REMARKS (11):

PLACE RECEIVED FOR SHIPMENT (12): Hamilton Fld, California

DATE RECEIVED (13): 4/13/44

B/L, MANIFEST OR DOMESTIC AIRWAY BILL NO. (14): REA 47436

RECEIVED VIA (15): REA

ORIGINAL SHIPPER & ADDRESS (16): AMER BANK NOTE CO, NY

S/T. P/L OR VOUCHER NO. (17):

CLASS (18):

RECEIVED FOR SHIPMENT BY

NAME (21): HQ, STATION #11, PW-ATC
HAMILTON FIELD, CALIF.

GRADE (22):

ORGANIZATION (23):

WD-AAF FORM NO. 95B-2 (APPROVED 7/1/43) $

T-29336 mp

COPY NO. 2 - SHIPPER'S ADVICE

U. S. ARMY AIR FORCES AIRWAY BILL

(AERIAL PORT OF EMBARKATION ONLY)

PRIORITY (1)	(2)
2-184582 UNC	R 98846

DESTINATION AIRPORT (3)	FINAL DESTINATION (4)
NEW CALEDONIA	NOUMEA, NEW CALEDONIA

CONSIGNEE (5)

BANQUE DEL INDOCHINE

C. H. APR 21 1944

SPECIAL MARKINGS (6)

PACKAGE NO. (7)	DESCRIPTION (8)	WEIGHT (9)
4-15	Banm Bank Notes	32

FOR CHANNEL USE NUMBERS (10) FROM 4 TO 20

REMARKS (11)

PLACE RECEIVED FOR SHIPMENT (12)	DATE RECEIVED (13)	B/L, MANIFEST OR DOMESTIC AIRWAY BILL NO. (14)	RECEIVED VIA (15)
Hamilton Fld, California	4/13/44	REA 47436	REA

ORIGINAL SHIPPER & ADDRESS (16)

AMER BANK NOTE CO, NY

S/T. P/L OR VOUCHER NO. (17)

CLASS (18)

HQ, STATION #11, PW-ATC
HAMILTON FIELD, CALIF.

RECEIVED FOR SHIPMENT BY	NAME (21)	GRADE (22)	ORGANIZATION (23)

WD-AAF FORM NO. 95B-2 (APPROVED 7/1/43) $

T-29336 mp

COPY NO. 2 - SHIPPER'S ADVICE

U. S. ARMY AIR FORCES AIRWAY BILL

(AERIAL PORT OF EMBARKATION ONLY)

PRIORITY (1): 2-184582 UNC

(2): R 98847

DESTINATION AIRPORT (3): NEW CALEDONIA

FINAL DESTINATION (4): NOUMEA, NEW CALEDONIA

CONSIGNEE (5): BANQUE DEL INDOCHINE

C.P. APR 21 1944

SPECIAL MARKINGS (6):

PACKAGE NO. (7)	DESCRIPTION (8)	WEIGHT (9)
5-15	Bank Notes	32

FOR CHANNEL USE NUMBERS (10) FROM 4 TO 20

REMARKS (11):

PLACE RECEIVED FOR SHIPMENT (12): Hamilton Fld, California

DATE RECEIVED (13): 4/13/44

B/L. MANIFEST OR DOMESTIC AIRWAY BILL NO. (14): REA 47436

RECEIVED VIA (15): REA

ORIGINAL SHIPPER & ADDRESS (16): AMER BANK NOTE CO, NY NY

S/T. P/L OR VOUCHER NO. (17):

CLASS (18):

RECEIVED FOR SHIPMENT BY

NAME (21): HQ, STATION #11, PWLATC HAMILTON FIELD, CALIF.

GRADE (22):

ORGANIZATION (23):

WD-AAF FORM NO. 95B-2 (APPROVED 7/1/43) $

T-29336 mp

COPY NO. 2 - SHIPPER'S ADVICE

U. S. ARMY AIR FORCES AIRWAY BILL

(AERIAL PORT OF EMBARKATION ONLY)

PRIORITY (1): 2-184582 UNC

(2): R 98848

DESTINATION AIRPORT (3): NEW CALEDONIA

FINAL DESTINATION (4): NOUMEA, NEW CALEDONIA

C.I.D. APR 20 1944

CONSIGNEE (5): BANQUE DEL INDOCHINE

SPECIAL MARKINGS (6):

PACKAGE NO. (7)	DESCRIPTION (8)	WEIGHT (9)
6-15	Bank Notes	32

FOR CHANNEL USE NUMBERS (10) FROM 4 TO 20

REMARKS (11):

PLACE RECEIVED FOR SHIPMENT (12): Hamilton Fld, California

DATE RECEIVED (13): 4/13/44

B/L, MANIFEST OR DOMESTIC AIRWAY BILL NO. (14): REA 47436

RECEIVED VIA (15): REA

ORIGINAL SHIPPER & ADDRESS (16): AMER BANK NOTE CO., NY

S/T. P/L OR VOUCHER NO. (17):

CLASS (18):

RECEIVED FOR SHIPMENT BY

NAME (21): STATION #11, PW-ATC HAMILTON FIELD, CALIF.

GRADE (22):

ORGANIZATION (23):

WD-AAF FORM NO. 95B-2 (APPROVED 7/1/43) $

T-29336 mp

COPY NO. 2 - SHIPPER'S ADVICE

U. S. ARMY AIR FORCES
AIRWAY BILL
(AERIAL PORT OF EMBARKATION ONLY)

PRIORITY (1): 2-184582 UNC

(2): R 98849

DESTINATION AIRPORT (3): NEW CALEDONIA

FINAL DESTINATION (4): NOUMEA, NEW CALEDONIA

CONSIGNEE (5): BANQUE DEL INDO CHINE

C.P. 1 APR 20 1944

SPECIAL MARKINGS (6):

PACKAGE NO. (7)	DESCRIPTION (8)	WEIGHT (9)
7-15	Bank Notes	32

FOR CHANNEL USE NUMBERS (10) FROM 4 TO 20

REMARKS (11):

PLACE RECEIVED FOR SHIPMENT (12): Hamilton Fld, California

DATE RECEIVED (13): 4/13/44

B/L. MANIFEST OR DOMESTIC AIRWAY BILL NO. (14): REA 47436

RECEIVED VIA (15): REA

ORIGINAL SHIPPER & ADDRESS (16): AMERICAN BANK NOTE CO, NY

S/T. P/L OR VOUCHER NO. (17):

CLASS (18):

RECEIVED FOR SHIPMENT BY

NAME (21): HQ, STATION #11, PW-ATC HAMILTON FIELD, CALIF.

GRADE (22):

ORGANIZATION (23):

WD-AAF FORM NO. 95B-2 (APPROVED 7/1/43) $

T-29336 mp

COPY NO. 2 - SHIPPER'S ADVICE

U. S. ARMY AIR FORCES AIRWAY BILL

(AERIAL PORT OF EMBARKATION ONLY)

PRIORITY (1)	(2)
2-184582 UNC	R 98850

DESTINATION AIRPORT (3)	FINAL DESTINATION (4)
NEW CALEDONIA	NOUMEA, NEW CALEDONIA

CONSIGNEE (5)	SPECIAL MARKINGS (6)
BANQUE DEL INDOCHINE	

C.I. APR 20 1944

PACKAGE NO. (7)	DESCRIPTION (8)	WEIGHT (9)
8-15	Bank Notes	32

FOR CHANNEL USE NUMBERS (10)	REMARKS (11)
FROM 4 TO 20	

PLACE RECEIVED FOR SHIPMENT (12)	DATE RECEIVED (13)	B/L. MANIFEST OR DOMESTIC AIRWAY BILL NO. (14)	RECEIVED VIA (15)
Hamilton Fld, California	4/13/44	REE 47436	REA

ORIGINAL SHIPPER & ADDRESS (16)	S/T. P/L OR VOUCHER NO. (17)	CLASS (18)
AMER BANK NOTE CO, NY		

RECEIVED FOR SHIPMENT BY	NAME (21)	GRADE (22)	ORGANIZATION (23)
	HQ, STATION #11, PW-ATC HAMILTON FIELD, CALIF.		

WD-AAF FORM NO. 95B-2 (APPROVED 7/1/43) $

T-29336 mp

COPY NO. 2 - SHIPPER'S ADVICE

U. S. ARMY AIR FORCES
AIRWAY BILL

(AERIAL PORT OF EMBARKATION ONLY)

PRIORITY (1)
2-184582 UNC

(2)
R 98851

DESTINATION AIRPORT (3)
NEW CALEDONIA

FINAL DESTINATION (4)
NOUMEA, NEW CALEDONIA

CONSIGNEE (5)
BANQUE DEL INDOCHINE

C. D. APR 20 1944

SPECIAL MARKINGS (6)

PACKAGE NO. (7)	DESCRIPTION (8)	WEIGHT (9)
9-15	Bank Notes	32

FOR CHANNEL USE NUMBERS (10) FROM 4 TO 20

REMARKS (11)

PLACE RECEIVED FOR SHIPMENT (12)
Hamilton Fld, California

DATE RECEIVED (13)
4/13/44

B/L. MANIFEST OR DOMESTIC AIRWAY BILL NO. (14)
REA 47436

RECEIVED VIA (15)
REA

ORIGINAL SHIPPER & ADDRESS (16)
AMER BANK NOTE CO, NY

S/T. P/L OR VOUCHER NO. (17)

CLASS (18)

RECEIVED FOR SHIPMENT BY

NAME (21)
HQ, STATION #11, PW-ATC
HAMILTON FIELD, CALIF.

GRADE (22)

ORGANIZATION (23)

WD-AAF FORM NO. 95B-2 (APPROVED 7/1/43) $

T-29336 mp

COPY NO. 2 - SHIPPER'S ADVICE

U. S. ARMY AIR FORCES AIRWAY BILL

(AERIAL PORT OF EMBARKATION ONLY)

PRIORITY (1): 2-184582 UNC

(2): R 98852

DESTINATION AIRPORT (3): NEW CALEDONIA

FINAL DESTINATION (4): NOUMEA, NEW CALEDONIA

CONSIGNEE (5): BANQUE DEL INDOCHINE

SPECIAL MARKINGS (6):

C. D. APR 20 1944

PACKAGE NO. (7)	DESCRIPTION (8)	WEIGHT (9)
10-15	Bank Notes	32

FOR CHANNEL USE NUMBERS (10) FROM 4 TO 20

REMARKS (11):

PLACE RECEIVED FOR SHIPMENT (12)	DATE RECEIVED (13)	B/L, MANIFEST OR DOMESTIC AIRWAY BILL NO. (14)	RECEIVED VIA (15)
Hamilton Fld, California	4/13/44	REA 47436	REA

ORIGINAL SHIPPER & ADDRESS (16): AMER BANK NOTE CO, NY

S/T. P/L OR VOUCHER NO. (17):

CLASS (18):

RECEIVED FOR SHIPMENT BY

NAME (21): HQ, STATION #11, PW-ATC HAMILTON FIELD, CALIF.

GRADE (22):

ORGANIZATION (23):

WD-AAF FORM NO. 95B-2 (APPROVED 7/1/43) $

T-29336 mp

COPY NO. 2 - SHIPPER'S ADVICE

U. S. ARMY AIR FORCES
AIRWAY BILL
(AERIAL PORT OF EMBARKATION ONLY)

PRIORITY (1): 2-184582 UNC

(2): R 98853

DESTINATION AIRPORT (3): NEW CALEDONIA

FINAL DESTINATION (4): NOUMEA, NEW CALEDONIA

CONSIGNEE (5): BANQUE DEL INDOCHINE

SPECIAL MARKINGS (6):

C. I. H. APR 24 1944

PACKAGE NO. (7)	DESCRIPTION (8)	WEIGHT (9)
11-15	Bank Notes	32

FOR CHANNEL USE NUMBERS (10): FROM 4 TO 20

REMARKS (11):

PLACE RECEIVED FOR SHIPMENT (12): Hamilton Fld, California

DATE RECEIVED (13): 4/13/44

B/L, MANIFEST OR DOMESTIC AIRWAY BILL NO. (14): REA 47436

RECEIVED VIA (15): REA

ORIGINAL SHIPPER & ADDRESS (16): AMER BANK NOTE CO, NY

S/T. P/L OR VOUCHER NO. (17):

CLASS (18):

RECEIVED FOR SHIPMENT BY

NAME (21): HQ, STATION #11, FW-ATC
HAMILTON FIELD, CALIF.

GRADE (22):

ORGANIZATION (23):

WD-AAF FORM NO. 95B-2 (APPROVED 7/1/43) $ R T-29336 mp

COPY NO. 2 - SHIPPER'S ADVICE

U. S. ARMY AIR FORCES AIRWAY BILL

(AERIAL PORT OF EMBARKATION ONLY)

PRIORITY (1): 2-184582 UNC

(2): R 98854

DESTINATION AIRPORT (3): NEW CALEDONIA

FINAL DESTINATION (4): NOUMEA, NEW CALEDONIA

CONSIGNEE (5): BANQUE DEL INDOCHINE

SPECIAL MARKINGS (6):

C. D. E. APR 21 1944

PACKAGE NO. (7)	DESCRIPTION (8)	WEIGHT (9)
12-15	Bank Notes	32

FOR CHANNEL USE NUMBERS (10): FROM 4 TO 20

REMARKS (11):

PLACE RECEIVED FOR SHIPMENT (12): Hamilton Fld, California

DATE RECEIVED (13): 4/13/44

B/L. MANIFEST OR DOMESTIC AIRWAY BILL NO. (14): REA 47436

RECEIVED VIA (15): REA

ORIGINAL SHIPPER & ADDRESS (16): AMER BANK NOTE CO, NY

S/T. P/L OR VOUCHER NO. (17):

CLASS (18):

RECEIVED FOR SHIPMENT BY

NAME (21): HQ, STATION #11, PW-ATC HAMILTON FIELD, CALIF.

GRADE (22):

ORGANIZATION (23):

WD-AAF FORM NO. 95B-2 (APPROVED 7/1/43) $

T-29336 mp

COPY NO. 2 - SHIPPER'S ADVICE

U. S. ARMY AIR FORCES
AIRWAY BILL
(AERIAL PORT OF EMBARKATION ONLY)

PRIORITY (1)	(2)
2-184582 UNC	R 98855

DESTINATION AIRPORT (3)	FINAL DESTINATION (4)
XH NEW CALEDONIA	NOUMEA, NEW CALEDONIA

CONSIGNEE (5)	SPECIAL MARKINGS (6)
BANQUE DEL INDOCHINE	

C.T.S. APR 20 1944

PACKAGE NO. (7)	DESCRIPTION (8)	WEIGHT (9)
13-15	BBnk Notes	32

FOR CHANNEL USE NUMBERS (10)	REMARKS (11)
FROM 4 TO 20	

PLACE RECEIVED FOR SHIPMENT (12)	DATE RECEIVED (13)	B/L. MANIFEST OR DOMESTIC AIRWAY BILL NO. (14)	RECEIVED VIA (15)
Hamilton Fld, California	4/13/44	REA 47436	REA

ORIGINAL SHIPPER & ADDRESS (16)	S/T. P/L OR VOUCHER NO. (17)	CLASS (18)
AMER BANK NOTE CO, NY		

HQ, STATION #11, PW-ATC
HAMILTON FIELD, CALIF.

RECEIVED FOR SHIPMENT BY	NAME (21)	GRADE (22)	ORGANIZATION (23)

WD-AAF FORM NO. 95B-2 (APPROVED 7/1/43) $

T-29336 mp

COPY NO. 2 - SHIPPER'S ADVICE

U. S. ARMY AIR FORCES AIRWAY BILL

(AERIAL PORT OF EMBARKATION ONLY)

PRIORITY (1)	(2)
2-184582 UNC	R 98856

DESTINATION AIRPORT (3)	FINAL DESTINATION (4)
NEW CALEDONIA	NOUMEA, NEW CALEDONIA

CONSIGNEE (5)	SPECIAL MARKINGS (6)
BANQUE DEL INDOCHINE	

F. E. APR 10 1944

PACKAGE NO. (7)	DESCRIPTION (8)	WEIGHT (9)
14-15	Bank Notes	32

FOR CHANNEL USE NUMBERS (10) FROM 4 TO 20

REMARKS (11)

PLACE RECEIVED FOR SHIPMENT (12)	DATE RECEIVED (13)	B/L, MANIFEST OR DOMESTIC AIRWAY BILL NO. (14)	RECEIVED VIA (15)
Hamilton Fld, California	4/13/44	REA 47436	NEK REA

ORIGINAL SHIPPER & ADDRESS (16)	S/T. P/L OR VOUCHER NO. (17)	CLASS (18)
AMER BANK NOTE CO, NY		

RECEIVED FOR SHIPMENT BY	NAME (21)	GRADE (22)	ORGANIZATION (23)
	HQ, STATION #11, PW-ATC HAMILTON FIELD, CALIF.		

WD-AAF FORM NO. 95B-2 (APPROVED 7/1/43) $

T-29336 mp

COPY NO. 2 - SHIPPER'S ADVICE

U. S. ARMY AIR FORCES
AIRWAY BILL

(AERIAL PORT OF EMBARKATION ONLY)

PRIORITY (1)	(2)
2-184582 UNC	R 98857

DESTINATION AIRPORT (3)	FINAL DESTINATION (4)
NEW CLEDONIA	NOUMEA, NEW CALEDONIA

CONSIGNEE (5)	SPECIAL MARKINGS (6)
BANQUE DEL INDOCHINE	

APR 20 1944

PACKAGE NO. (7)	DESCRIPTION (8)	WEIGHT (9)
15-15	Bank Notes	32

FOR CHANNEL USE NUMBERS (10) FROM 4 TO 20

REMARKS (11)

PLACE RECEIVED FOR SHIPMENT (12)	DATE RECEIVED (13)	B/L, MANIFEST OR DOMESTIC AIRWAY BILL NO. (14)	RECEIVED VIA (15)
Hamilton Fld, California	4/13/44	REA 47436	REA

ORIGINAL SHIPPER & ADDRESS (16)	S/T. P/L OR VOUCHER NO. (17)	CLASS (18)
AMER BANK NOTE CO, NY		

RECEIVED FOR SHIPMENT BY	NAME (21)	GRADE (22)	ORGANIZATION (23)
	HQ, STATION #11, PW-ATC HAMILTON FIELD, CALIF.		

By hand C. F. R. NOV -9 1945

November 8, 1945.

French American Banking Corporation,
31 Nassau Street,
New York 5, N.Y.

Attn. Mr. William Lintner, Asst. Sec'y.
Re: Banque de l'Indochine

Dear Sirs:-

We beg to advise having delivered this morning to the Guaranty Trust Company of New York, 140 Broadway, for your account, thirty (30) cases, Nos. 1/30, containing:

1,494,000 Notes, 100 Piastres, Alphabet letters and numbers G41 to W100, Nos. 01006001-02500000.

Enclosed herewith please find our bill in triplicate in the amount of $2,241.00 U.S. Currency covering the over printing on these notes, in accordance with the instructions contained in your letter of August 3, 1945, together with packing list in duplicate listing in detail the contents of the above cases.

Yours very truly,

Asst. Manager Foreign Department.

JJG:grl
Encls.

N25908

American Bank Note Company,

70 BROAD STREET,
NEW YORK 4, N.Y.

PLATES ENGRAVED ONLY ON CONDITION THAT THEY REMAIN IN THE CUSTODY OF THIS COMPANY.

3rd COPY

NOVEMBER 8, 1945

C.P.R. NOV -9 1945

FRENCH AMERICAN BANKING CORPORATION,
31 NASSAU STREET,
NEW YORK, N.Y.

Dr

OUR ORDER	YOUR ORDER	DATE OF FINAL SHIPMENT	TERMS:
F 12112 MT	AUGUST 3, 1945		NET, F.O.B. N.Y.

BANQUE DE L'INDOCHINE

IMPRINTING ON -

1,494,000 - BLANK PIASTRES NOTES

DENOMINATION 100

SIGNATURES OF PAUL GANNAY & V. BRUNO

NOS. 01,006,001 TO 02,500,000

ALPHABET LETTER & NO. G41 TO W100 $ 2,241.00

U.S. DOLLARS

30 CASES, NOS. 1/30

American Bank Note Company,

70 BROAD STREET,

New York, November 8, 1945.

PACKING LIST

C. 2. [illegible]
NOV -9 1945

Banque de L' Indochine
Saigon,
French Indo-China.

MARKS AND NUMBERS

#1/30

OUR ORDER F12112 — YOUR ORDER August 3, 1945. — TOTAL NO. OF CASES 30

PER S.S. — SCHEDULED TO SAIL FROM

CASE NUMBERS	CONTENTS	NUMBERS OF NOTES	

100 Piastres Notes

			Letter and Number	Net lbs.	Gr. lbs.	Net ks.	Gr. ks.
1 - 44,000 -	Nos.	01006001-01050000	G41 to W42	127	170	58	77
2 - 50,000 -	"	01050001-01100000	A43 to W44	143	185	65	84
3 - 50,000 -	"	01100001-01150000	A45 to W46	143	185	65	84
4 - 50,000 -	"	01150001-01200000	A47 to W48	143	185	65	84
5 - 50,000 -	"	01200001-01250000	A49 to W50	143	180	65	82
6 - 50,000 -	"	01250001-01300000	A51 to W52	143	183	65	83
7 - 50,000 -	"	01300001-01350000	A53 to W54	143	183	65	83
8 - 50,000 -	"	01350001-01400000	A55 to W56	143	183	65	83
9 - 50,000 -	"	01400001-01450000	A57 to W58	143	183	65	83
10 - 50,000 -	"	01450001-01500000	A59 to W60	143	185	65	84
11 - 50,000 -	"	01500001-01550000	A61 to W62	143	180	65	82
12 - 50,000 -	"	01550001-01600000	A63 to W64	143	181	65	82
13 - 50,000 -	"	01600001-01650000	A65 to W66	143	181	65	82
14 - 50,000 -	"	01650001-01700000	A67 to W68	143	181	65	82
15 - 50,000 -	"	01700001-01750000	A69 to W70	143	182	65	83
16 - 50,000 -	"	01750001-01800000	A71 to W72	143	181	65	82
17 - 50,000 -	"	01800001-01850000	A73 to W74	143	182	65	83
18 - 50,000 -	"	01850001-01900000	A75 to W76	143	183	65	83
19 - 50,000 -	"	01900001-01950000	A77 to W78	143	183	65	83
20 - 50,000 -	"	01950001-02000000	A79 to W80	143	181	65	82
21 - 50,000 -	"	02000001-02050000	A81 to W82	143	181	65	82
22 - 50,000 -	"	02050001-02100000	A83 to W84	143	182	65	83
23 - 50,000 -	"	02100001-02150000	A85 to W86	143	183	65	83
24 - 50,000 -	"	02150001-02200000	A87 to W88	143	181	65	82
25 - 50,000 -	"	02200001-02250000	A89 to W90	143	182	65	83
26 - 50,000 -	"	02250001-02300000	A91 to W92	143	185	65	84
27 - 50,000 -	"	02300001-02350000	A93 to W94	143	183	65	83
28 - 50,000 -	"	02350001-02400000	A95 to W96	143	182	65	83
29 - 50,000 -	"	02400001-02450000	A97 to W98	143	184	65	83
30 - 50,000 -	"	02450001-02500000	A99 to W100	143	182	65	83
				4,274	5,462	1,943	2,480

Measurements: 24 3/4 x 18½ x 16 1/4" each

By hand

JAN 10 1946

January 9, 1946.

French American Banking Corporation,
31 Nassau Street,
New York 5, N.Y.

Attn. Mr. William Lintner, Asst. Secretary

Re: Banque de l'Indochine

Dear Sirs:-

Acknowledging receipt of your favor of yesterday we would say that the cases were turned over this morning to the American Trucking Company, in accordance with your authorization therein.

Enclosed herewith you will find packing list in triplicate giving full details of the 50 cases in question together with our bill in triplicate in the amount of $3,750.00 covering the imprinting of the notes and for which we would appreciate your remittance in due course.

Yours very truly,

Asst. Manager Foreign Department.

JWB:grl
Encls.

N27120

American Bank Note Company,

70 BROAD STREET,
NEW YORK 4, N.Y.

PLATES ENGRAVED ONLY ON CONDITION THAT THEY REMAIN IN THE CUSTODY OF THIS COMPANY.

JANUARY 9, 1946

3rd COPY

FRENCH AMERICAN BANKING CORPORATION,
31 NASSAU STREET,
NEW YORK, N.Y.

JAN 10 1946

Dr

OUR ORDER	YOUR ORDER	DATE OF FINAL SHIPMENT	TERMS:
F 12112 MTBF	AUGUST 3, 1945		NET, F.O.B. N.Y.

BANQUE DE L'INDOCHINE

IMPRINTING ON -

2,500,000 - BLANK PIASTRES NOTES

SIGNATURES OF PAUL GANNAY & V. BRUNO

NOS. 02,500,001 TO 05,000,000

ALPHABET LETTER & NO. A101 TO W200 $ 3,750.00

U.S. DOLLARS

50 CASES, NOS. 31/80

AMERICAN BANK NOTE COMPANY 1795 1879
PLATES ENGRAVED ONLY ON CONDITION THAT THEY REMAIN IN THE CUSTODY OF THIS COMPANY.

American Bank Note Company,

70 BROAD STREET,

New York, December 26, 1945.

JAN 10 1945

PACKING LIST

Banque de L'Indochine
Saigon
French Indo-China.

MARKS AND NUMBERS

Banque de L'Indochine
#31/80

OUR ORDER F12112 | YOUR ORDER August 3, 1945. | TOTAL NO. OF CASES 50

PER S.S. | SCHEDULED TO SAIL FROM

CASE NUMBERS	CONTENTS	NUMBERS OF NOTES	

100 Piastres Notes

		Letter and Number	Net lbs.	Gr. lbs.	Netks.	Gr. ks
31 - 50,000 -	Nos.	02500001-02550000-A101 to W102	143	180	65	82
32 - 50,000 -	"	02550001-02600000-A103 to W104	143	180	65	82
33 - 50,000 -	"	02600001-02650000-A105 to W106	143	181	65	82
34 - 50,000 -	"	02650001-02700000-A107 to W108	143	181	65	82
35 - 50,000 -	"	02700001-02750000-A109 to W110	143	180	65	82
36 - 50,000 -	"	02750001-02800000-A111 to W112	143	181	65	82
37 - 50,000 -	"	02800001-02850000-A113 to W114	143	181	65	82
38 - 50,000 -	"	02850001-02900000-A115 to W116	143	181	65	82
39 - 50,000 -	"	02900001-02950000-A117 to W118	143	181	65	82
40 - 50,000 -	"	02950001-03000000-A119 to W120	143	181	65	82
41 - 50,000 -	"	03000001-03050000-A121 to W122	143	181	65	82
42 - 50,000 -	"	03050001-03100000-A123 to W124	143	182	65	83
43 - 50,000 -	"	03100001-03150000-A125 to W126	143	181	65	82
44 - 50,000 -	"	03150001-03200000-A127 to W128	143	181	65	82
45 - 50,000 -	"	03200001-03250000-A129 to W130	143	181	65	82
46 - 50,000 -	"	03250001-03300000-A131 to W132	143	182	65	83
47 - 50,000 -	"	03300001-03350000-A133 to W134	143	182	65	83
48 - 50,000 -	"	03350001-03400000-A135 to W136	143	184	65	83
49 - 50,000 -	"	03400001-03450000-A137 to W138	143	182	65	83
50 - 50,000 -	"	03450001-03500000-A139 to W140	143	182	65	83
51 - 50,000 -	"	03500001-03550000-A141 to W142	143	182	65	83
52 - 50,000 -	"	03550001-03600000-A143 to W144	143	182	65	83
53 - 50,000 -	"	03600001-03650000-A145 to W146	143	181	65	82
54 - 50,000 -	"	03650001-03700000-A147 to W148	143	182	65	83
55 - 50,000 -	"	03700001-03750000-A149 to W150	143	181	65	82
56 - 50,000 -	"	03750001-03800000-A151 to W152	143	181	65	82
57 - 50,000 -	"	03800001-03850000-A153 to W154	143	181	65	82
58 - 50,000 -	"	03850001-03900000-A155 to W156	143	182	65	83
59 - 50,000 -	"	03900001-03950000-A157 to W158	143	181	65	82
60 - 50,000 -	"	03950001-04000000-A159 to W160	143	180	65	82
61 - 50,000 -	"	04000001-04050000-A161 to W162	143	181	65	82
62 - 50,000 -	"	04050001-04100000-A163 to W164	143	182	65	83
63 - 50,000 -	"	04100001-04150000-A165 to W166	143	180	65	82
64 - 50,000 -	"	04150001-04200000-A167 to W168	143	183	65	83
65 - 50,000 -	"	04200001-04250000-A169 to W170	143	183	65	83
66 - 50,000 -	"	04250001-04300000-A171 to W172	143	180	65	82
67 - 50,000 -	"	04300001-04350000-A173 to W174	143	181	65	82
68 - 50,000 -	"	04350001-04400000-A175 to W176	143	183	65	83
69 - 50,000 -	"	04400001-04450000-A177 to W178	143	182	65	83
70 - 50,000 -	"	04450001-04500000-A179 to W180	143	181	65	82

..... 2

Banque de L'Indochine December 26, 1945.

Case Numbers	Contents	Numbers of Notes				
		100 Piastres Notes				
			Letter and Number	Net lbs.	Gr.lbs.	Net ks.	Gr.ks.
71	50,000	Nos.	04500001-04550000-A181 to W182	143	180	65	82
72	50,000	"	04550001-04600000-A183 to W184	143	182	65	83
73	50,000	"	04600001-04650000-A185 to W186	143	182	65	83
74	50,000	"	04650001-04700000-A187 to W188	143	180	65	82
75	50,000	"	04700001-04750000-A189 to W190	143	180	65	82
76	50,000	"	04750001-04800000-A191 to W192	143	181	65	82
77	50,000	"	04800001-04850000-A193 to W194	143	180	65	82
78	50,000	"	04850001-04900000-A195 to W196	143	181	65	82
79	50,000	"	04900001-04950000-A197 to W198	143	182	65	83
80	50,000	"	04950001-05000000-A199 to W200	143	181	65	82
				7,150	9,063	3,250	4,118

Measurements: 24 3/4 x 18½ x 16" each